VOL. CCXXVI, No. 2944
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SEPTEMBER 1, 1956

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— THE WORLD'S NEWS IN PICTURES

THE S.B.A.C. SHOW AT FARNBOROUGH

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Volume CCXXVI No. 2944

The SPHERE, London, September 1, 1956

The SPHERE

with which is incorporated THE GRAPHIC

SOLIDARITY AT THE REPUBLICAN PARTY CONVENTION—DELEGATES AT SAN FRANCISCO WAVE BANNERS FOR MR. NIXON BEFORE HE IS NOMINATED TO RUN AGAIN AS VICE-PRESIDENT TO MR. EISENHOWER: "America Needs Nixon," "Stick With Nixon" and "We Like Ike" are some of the slogans. At the Convention, Mr. Eisenhower and Mr. Nixon were unanimously acclaimed as the party's candidates. The alternative before the nation next November will be the Stevenson-Kefauver ticket of the Democratic Party.

It was a foregone conclusion that Mr. Eisenhower would be chosen by the Republican Party to stand again for the Presidency of the United States in the autumn election. There was some expectation that there would be controversy over who was to be nominated to run with him as Vice-President. But the threatened opposition to the present holder of the office melted away and Mr. Nixon was enthusiastically named to continue as Mr. Eisenhower's junior partner. The reason why both the American parties have given so much attention to their Vice-Presidential nominations this year is the state of Mr. Eisenhower's health. For, in the event of the death of a President, the Vice-President assumes the full Presidential powers. However, in his appearances in San Francisco, President Eisenhower gave ample evidence of his capacity to continue in what has been well called the "most onerous public office in the world." In accepting the nomination, he spoke more as an international statesman than as a party leader and vigorously emphasised his determination to follow a constructive foreign policy for peace. (Further pictures from the San Francisco Convention are on pp. 311 to 313.)

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The SPHERE with which is incorporated THE GRAPHIC

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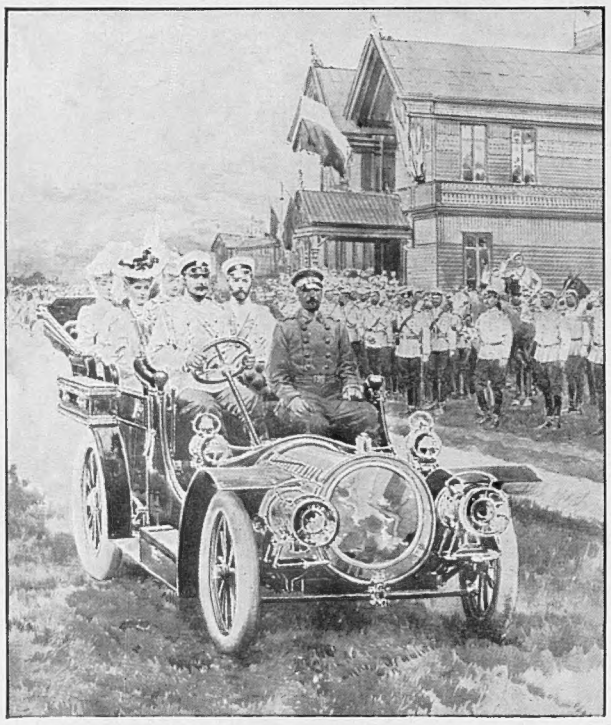
FROM "THE SPHERE" OF 50 YEARS AGO



THE CZAR AT THE RACES: The Czar of Russia (seen between the front seat passengers) and his party drive down the racecourse at Krasnoye Selo, near St. Petersburg, after watching the military horse races. This drawing, which appeared in "The Sphere" on September 1, 1906, was one of the first portrayals of the Czar in a motor-car to be seen by the British public. The car is probably a Delaunay-Belleville, the "French Rolls-Royce," a make popular with the Imperial Russian Court at this time.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

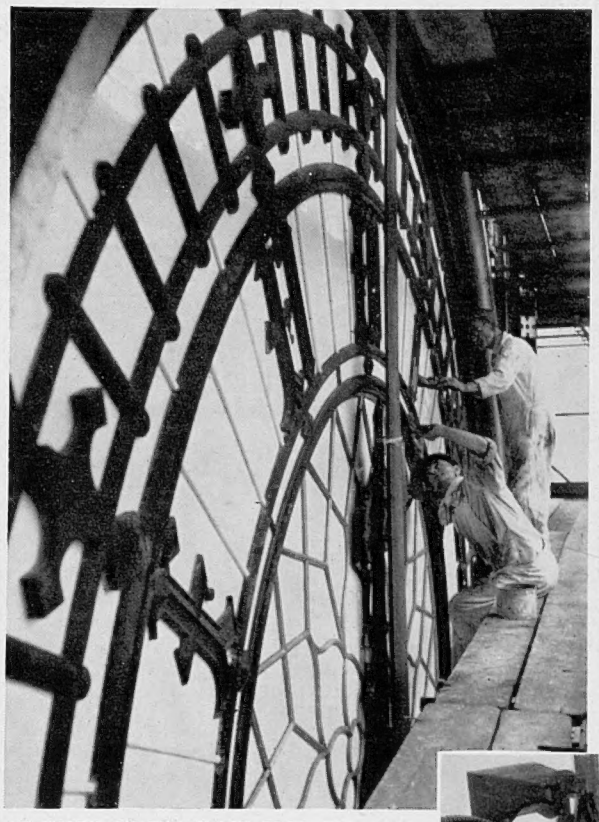
Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

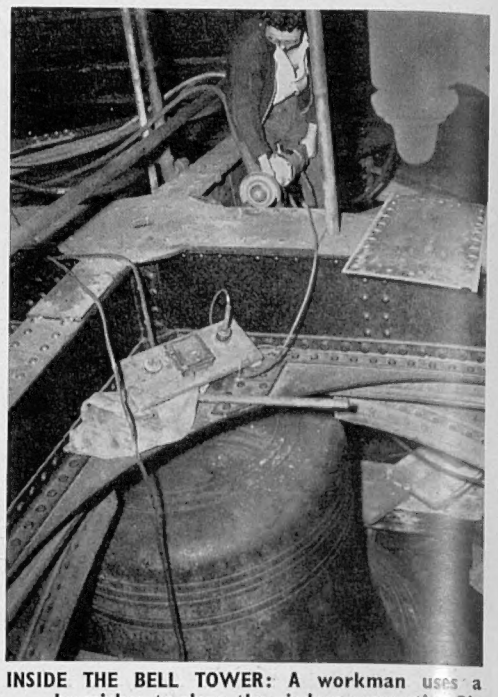
Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

A LONDON NEWSLETTER WILL BE RESUMED NEXT WEEK

EXTENSIVE REPAIRS TO BIG BEN

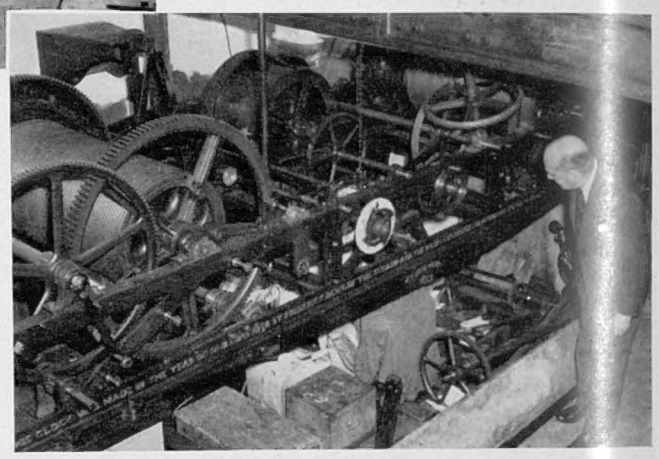
Work on London's Timekeeper and its Clock Tower is Nearing Completion





INSIDE THE BELL TOWER: A workman uses a burnisher to clean the girders supporting Big Ben. The unhooked bell can be seen below.

AT WORK ON THE CLOCK FACE: The wide surface of metal and enamel which comprises the face of Big Ben is cleaned by workmen. The extensive repairs to the tower which began last January are now considerably advanced and should be completed early next year. The clock is expected to be keeping time again by January. In the meantime Big Ben's place has been taken by Great Tom in the St. Paul's belfry. The object of the present work on the tower is the repair of bomb damage to the top balustrade. The occasion has also been taken, however, to clean the clock face and to restore the wear on the mechanism which has resulted from decades of use.



INSPECTING THE CLOCK MECHANISM: Mr. A. W. Holterley, the Chief Engineer to the Palace of Westminster, inspects the mechanism which has kept time for almost a hundred years. The inscription on the frame reads, "This clock was made in the Year of Our Lord 1854 by Frederick Dent of the Strand and the Royal Exchange, Clockmaker to the Queen." The completed mechanism was finally installed in the clock tower in 1859.

On left—

AT AN UNUSUAL ANGLE: The elaborate tip of the Big Ben clock tower is re-gilded as part of the repair and restoration work being carried out on the Houses of Parliament. The tip is 316 ft. above the ground. The great bell which hangs in the tower takes its name from Sir Benjamin Hall, who was Commissioner of Works when it was hung in 1856. Originally weighing 15 tons, the bell was later re-cast and the weight reduced to 13½ tons. The sound of its chimes, now so familiar all over the world, was first broadcast on New Year's Eve, 1923. The chimes have since become a feature of B.B.C. programmes. During the last war the clock was temporarily put out of action from the blast of a flying bomb.

THE FIVE-POWER SUEZ CANAL COMMITTEE IN SESSION IN LONDON: Round the table at Lancaster House, from the left, are Mr. Dulles (United States); Mr. Menzies (Australia), the Chairman; Mr. Habtewold (Ethiopia); Mr. Ardalan (Persia—on right side with grey hair and spectacles); and Hr. Hägglöf (Sweden). The committee was set up in London at the end of the Suez Conference last week by the eighteen members in favour of international control of the Canal to put their proposals to Colonel Nasser.

DECIDING THE CANAL'S FUTURE

The Five-Power Committee Plans to Approach Nasser with the Suez Conference Majority View

At the end of the London Conference on the Suez Canal, eighteen out of the twenty-two nations present were in favour of a system of international operation of the Canal. The four dissidents were Russia, India, Ceylon and Indonesia, but they did not seem altogether united on their grounds of opposition. For the majority of eighteen, the next problem was to decide how to put their view to Colonel Nasser and the Conference appointed a Committee of five to carry out this task.

This Committee immediately set to work—its members being Mr. Menzies (Australia), the Chairman; Hr. Hägglöf (Sweden); Mr. Ardalan (Persia); Mr. Habtewold (Ethiopia) and Mr. Dulles (whose place as United States delegate was taken by Mr. Loy Henderson after the first session). In the words of Mr. Menzies, they regarded their proceedings not only as "very urgent" but also as "extremely confidential." However, by Sunday it was known that they had put a proposal for a meeting to Colonel Nasser. It was announced that the Egyptian reply would be transmitted to Mr. Menzies through the Egyptian Ambassador in London. On Monday the Committee members met in the hope of considering it.

DECIDING THE APPROACH TO NASSER: From left—Mr. Dulles; Mr. Menzies; Hr. Hägglöf; Mr. Habtewold and Mr. Ardalan stand together inside Lancaster House before the first meeting of the five-power Suez Canal Committee. At the end of this session Mr. Menzies took a statement to the Egyptian Ambassador in London.

On right—

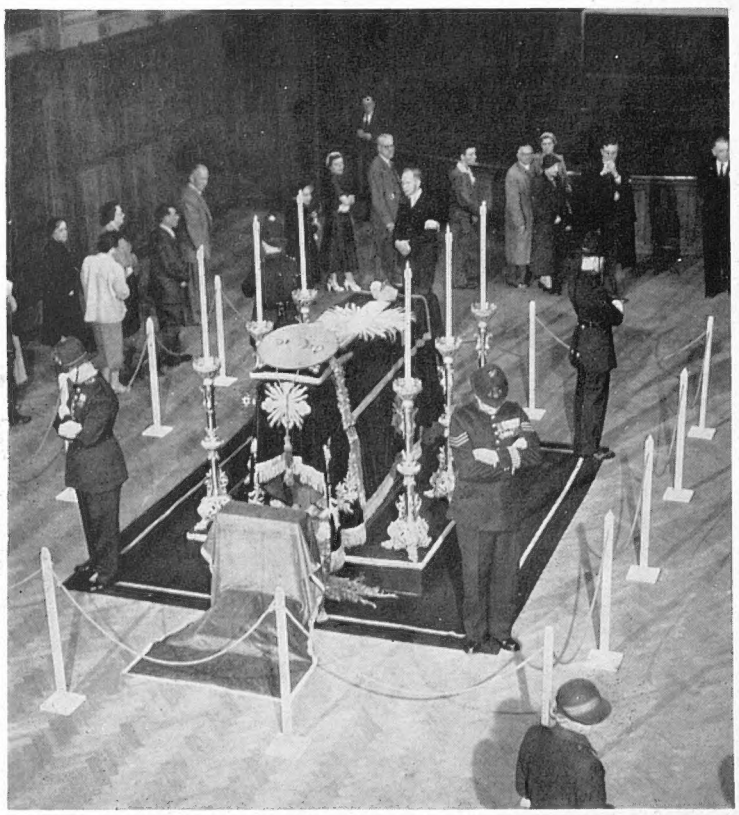
MR. DULLES AND HIS DEPUTY: The American Secretary of State is accompanied to Lancaster House by Mr. Loy Henderson, who became the United States delegate on the Committee when Mr. Dulles flew back to Washington.

AN INFORMAL PRESS CONFERENCE: Mr. Menzies, the Australian Prime Minister and Chairman of the Committee, talks with reporters. He said there would be no publication of the proceedings of the five-power Committee.

CARDINAL GRIFFIN LIES IN STATE: A long queue of people files slowly past the catafalque in Westminster Cathedral Hall during the lying-in-state of His Eminence the late Cardinal Archbishop of Westminster. On the bier, which is guarded by four Knights of the Holy Sepulchre, is his cardinal's hat and his red biretta as a bishop. An hour before the Cathedral Hall opened to allow the public to pay their last respects, the queue of waiting people stretched for several hundreds of yards. As the Masses ended in the Cathedral during the morning the queue lengthened until it filled the neighbouring streets for a good quarter of a mile. During the afternoon the numbers waiting outside the Hall increased further still and the queue stretched for a mile and a half round the Cathedral. So great were the crowds that it was necessary to ask those then passing through the Hall not to kneel or pause. A continuous vigil was kept by a guard of honour formed from the Knights of Malta, the Knights of the Holy Sepulchre, members of the Catenian Association, the Knights of St. Columba and the Metropolitan and City Catholic Police Guild. Cardinal McGuigan, Archbishop of Toronto, who arrived in London on Saturday, knelt for some time at the *pre-dieu* near the coffin. He later preached in the Cathedral on the life and work of the late Cardinal to a crowded congregation.

CARDINAL GRIFFIN LIES IN STATE

Tens of Thousands of Roman Catholics pay their Last Respects to the Cardinal Archbishop of Westminster



A GUARD OF HONOUR OF LONDON POLICE: Members of the Metropolitan and City Catholic Police Guild stand guard. Among the Knights of Malta, who also shared the vigil, were Lord Gainsborough and Lord Dormer.

MOURNING IN THE STREETS: Men and women kneel in the roadway as the last remains of Cardinal Bernard Griffin are borne into Archbishop's House, adjacent to the Cathedral. Priests and nuns, together with parents and children, comprised most of the people who waited to file past the coffin.

On right—
THE FAREWELL OF A CARDINAL'S FLOCK: The queue begins to enter the Cathedral Hall. At the end of the lying-in-state a Solemn Dirge was chanted in the Cathedral.

REPUBLICANS GATHER FOR THEIR CONVENTION: Delegates stand in the vast Cow Palace, in San Francisco, at the start of the first session. In the background hang large portraits of President Eisenhower and Vice-President Nixon. As was expected, both were nominated to stand again as the Party's candidates for their respective offices.

LISTENING TO THE SPEECHES: Delegates from the forty-eight States pack the floor during the Republican Convention at San Francisco. In the front row are members of the delegation of Kansas. They wear their sunflower emblems and buttons with pictures of Mr. Eisenhower and Mr. Nixon surrounded by the slogan " Ike and Dick Sure to Click."

REPUBLICAN CONVENTION

Delegates at San Francisco Name Eisenhower and Nixon for President and Vice-President

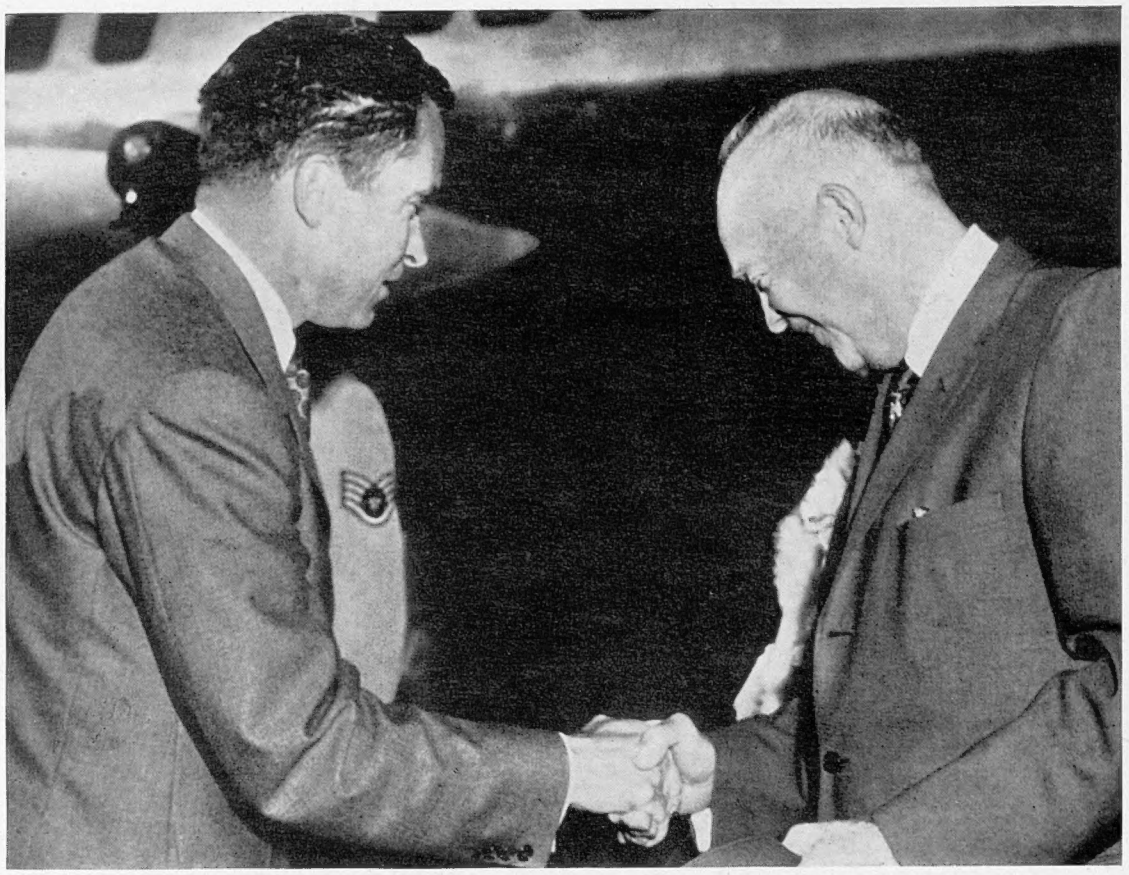
There was little exciting about the Republican Convention in San Francisco because the result was a foregone conclusion before the delegates arrived. In due course the " Ike and Dick " ticket was unanimously voted. So next November Mr. Eisenhower will be standing for re-election as the Republican candidate for the Presidency and, in the event of his success, Mr. Richard Nixon will continue in his present office as Vice-President.

The question of Mr. Eisenhower's health was studiously avoided by all speakers, and the President himself gave little sign of being affected by his two major illnesses of the past twelve months. He seemed in splendid form as he castigated the Democrats and outlined his own " three imperatives " for peace. But it may well have been determination to put up the one man whom they feel certain of carrying them again to victory, whatever his health, which made the Republicans so unanimous.

It had been expected that there would be fireworks from Mr. Stassen. Before the Convention he had announced his intention of opposing Nixon for the Vice-Presidency in favour of Governor Herter. However, at the last moment he suddenly changed his front and seconded Mr. Nixon's nomination and the possible " Palace Revolution," which had been widely anticipated, collapsed. In fact, the only opposition to Mr. Nixon came from a delegate from Nebraska, who caused bewilderment and amusement by naming a mythical " Joe Smith " as his candidate. This was perhaps the only real moment of liveliness in the whole of the week's proceedings.

REPUBLICAN CONVENTION

(*Continued*)



THE LEADERS OF THE REPUBLICAN PARTY: President Eisenhower is greeted by Vice-President Richard Nixon at the airport in San Francisco. The President had just arrived for the Convention of the Republican Party in the Cow Palace. In the final sessions he was nominated by acclamation as the party's candidate in the Presidential election next November, when his Democratic opponent will be Mr. Adlai Stevenson. Mr. Nixon was nominated to continue as the Vice-President in the event of a Republican victory. The much-publicised opposition by Mr. Stassen to Mr. Nixon's nomination collapsed when the former swung over to the "Ike-Dick ticket." But undoubtedly the chief attention of the world, as well as the United States, was focused on President Eisenhower's appearance in regard to his health. After he had accepted the nomination of the Convention, the President addressed the delegates. He showed no signs of fatigue as he attacked his political opponents, the Democrats, and outlined "three imperatives for peace"—the maintenance of the American national strength; collective security; and the "attempt to bridge the great chasm between the West and the peoples under Communist rule."

On right—

A CONGRESSMAN MAKES A POINT: Representative Richard H. Simpson, of Pennsylvania, raises his arms to give accent to his opinions as he addresses the Republican delegates. However, most of the speeches at San Francisco were undramatic and lacked rhetorical flourishes, in contrast to the Democratic Convention in Chicago the week before.

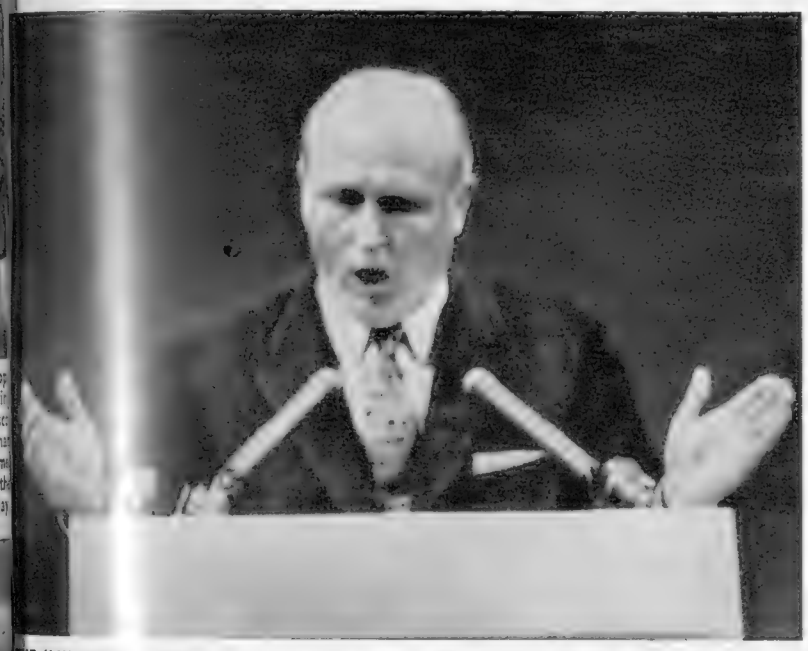
THE SMILING PRESIDENT: Mr. Eisenhower seems to be in a happy mood as he drives through Washington shortly before leaving for the Convention of the Republican Party in San Francisco. He caused a surprise by arriving there a day earlier than he had been scheduled to participate in the programme. His speech accepting nomination for the second time was the climax to the Convention. Afterwards he went on a short holiday.

THE CHAIRMAN WAVES HIS SYMBOLS OF OFFICE: Representative Joe Martin, of Massachusetts, holds up the six large gavels which he had ready for use as Chairman in controlling the Convention. However, proceedings were quiet, except for the occasion when a Nebraskan delegate unexpectedly opposed Vice-President Nixon's nomination.

A DEMONSTRATION FOR THEIR SENATOR: Supporters of Senator Kuchel, of California, parade with banners in an aisle of the Cow Palace at the end of a short speech by their champion.

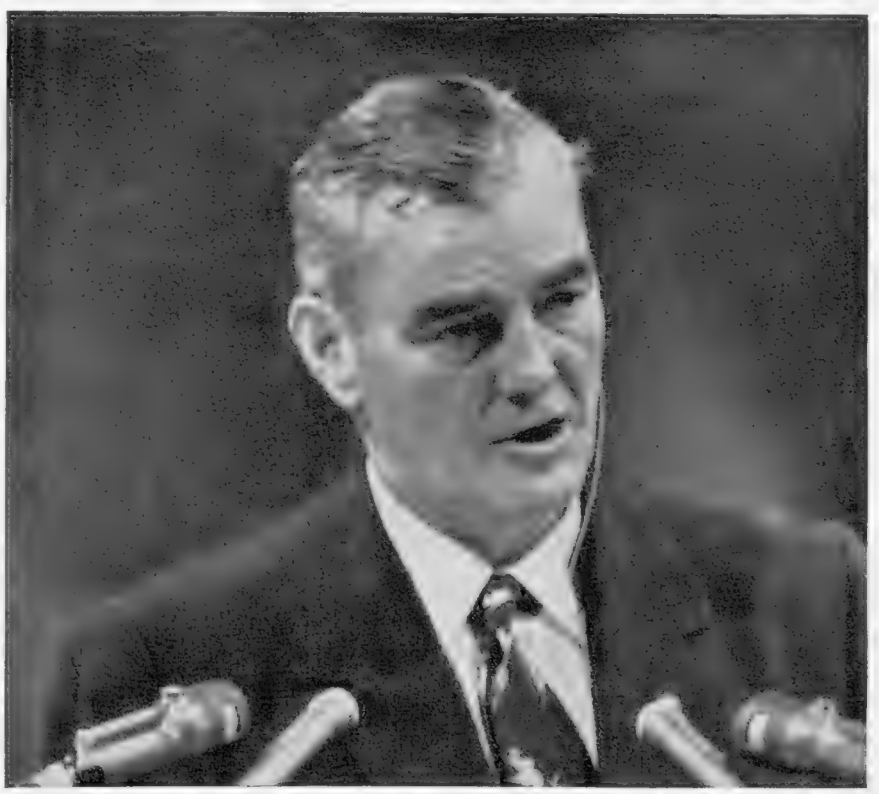
RIVALS MEET: Mr. Harold Stassen (right) shakes hands with Mr. Nixon at a reception in San Francisco. At the last moment Mr. Stassen withdrew his opposition to the nomination of Mr. Nixon, as the Republican candidate for the Vice-Presidency.

CONFETTI AND BANNERS FOR THE VICE-PRESIDENT: Mr. Richard Nixon and his wife are showered with confetti and surrounded with "Stick With Dick" banners by cheering supporters.



THE "KEYNOTE" SPEECH: Governor Langlie, of Washington, delivers the "keynote" speech to delegates at the opening of the Republican Convention. He called on his listeners to battle for "four more years of our crusade for a finer America."

INFLUENTIAL FIGURES RELAX: Mr. Harold Stassen (left), Mr. Henry Cabot Lodge, the U.S. representative to the United Nations (centre), and Governor Goodwin Knight, of California, enjoy a joke together. Mr. Knight was a supporter of Mr. Stassen in his short-lived anti-Nixon faction.



RARE OCCASION AT AN AMERICAN POLITICAL CONVENTION—A FORMER PRESIDENT AND HIS SON ADDRESS THE REPUBLICAN DELEGATES: *Left*—Mr. Herbert Hoover, who was President of the United States from 1928 to 1932, speaks at this year's Republican Convention in San Francisco. *Right*—The former President's son, Mr. Herbert Hoover, Jr., takes his stand at the speaking rostrum. Mr. Herbert Hoover, Jnr., who is Under-Secretary of State, represented Mr. Dulles on the day that Cabinet members spoke.

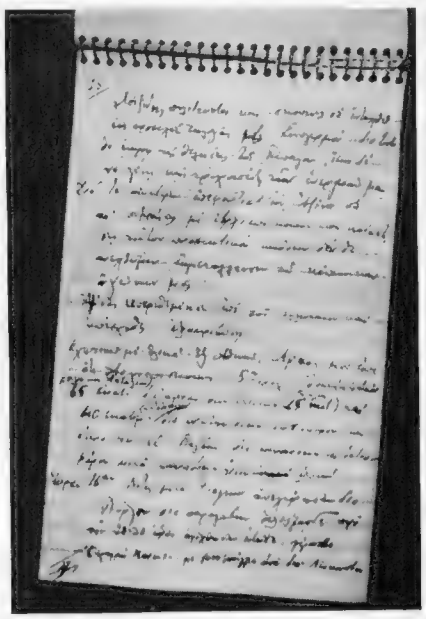
CYPRUS REVELATION

Captured Terrorist Documents Incriminate Archbishop Makarios

THE COLONIAL SECRETARY REVEALS DIGHENIS' DIARY: Mr. Lennox-Boyd holds a Press conference at which he revealed the existence of a captured diary belonging to the terrorist leader. He claimed that the diary and several thousand E.O.K.A. documents which were captured with it contains "irrefutable proof" that the operations were directed by Archbishop Makarios.

"Irrefutable proof" that Archbishop Makarios was behind the terrorist activities in Cyprus was revealed by the Colonial Secretary at a Press conference held to make public the contents of captured E.O.K.A documents. The most important documents among the many thousands seized by security troops during their searches comprise extracts from the personal diary of Colonel Grivas, who, under the name of Dighenis, is the terrorist leader. Mr. Lennox-Boyd stated that he was completely convinced of the authenticity of the documents. He added that they were a sufficient reply to criticisms of the Government treatment of the Archbishop—criticisms which were based on the false assumption that he represented a moderate opinion with which it would be safe to negotiate. The Colonial Secretary also revealed that some of the documents have been in the possession of the security forces for several months. A team of Greek-speaking experts is engaged on the translation of the diary and the most important of the other documents. It is expected that their work will be published shortly.

The extracts from General Grivas' diary establish without any doubt that the Archbishop not only took a leading part in the original planning and setting up of the operational side of E.O.K.A., but also that his own approval was sought for the actual date of the beginning of the murderous attacks on troops and civilians. It is also quite clear from the diary that Archbishop Makarios contributed money from his own pocket towards the expenses of arms. At a later stage General Grivas decided that he would adopt code names for the most important people mentioned in his diary. The word *Genikos*, the General, often abbreviated to Gen or even G, is used in the last portions of the diary to denote Archbishop Makarios.



A PAGE OF TREACHERY: Part of the translation from this page (78) reads: "In connection with the material from Athens, Azinas told me that the Archbishop had paid 65,000,000 on the fifth instant to Efstathopoulos and Gazouleas."

SURRENDER CALLS TO THE TERRORISTS: A police Land-Rover tours the streets of Nicosia distributing leaflets, published by the Cyprus Government, calling upon the terrorists to surrender. The leaflet was in reply to the E.O.K.A. announcement of a truce. The distribution was carefully planned and both planes and lorries were used in the operation, which was one of the biggest of its kind.

READING THE GOVERNMENT LEAFLETS: Greek Cypriots stop to read the Government's call to the terrorists to surrender. The first distribution of the leaflet was made in Nicosia shortly after dawn.

RESTRICTIONS ARE LIFTED IN NICOSIA: Soldiers of the King's Own Yorkshire Light Infantry remove barbed-wire from the streets of Nicosia. This was part of the fulfilment of Sir John Harding's promise to lift restrictions if E.O.K.A.'s truce offer holds good.

WHILE THE POWERS CONFERRED

Intense Military and Political Activity Continued in Egypt During the London Conference on Suez

THE EGYPTIAN FLAG OVER THE SUEZ CANAL COMPANY: An armed Egyptian guard lounges at the gates of the Company offices following the taking-over of the building by the nationalised canal authority. A certain number of Europeans are still working on the Canal.

On left—
THE CHIEF ADMINISTRATOR OF THE EGYPTIAN CANAL AUTHORITY: Colonel Mahmoud Younes has been appointed by the Egyptian Government to the position of managing director of the nationalised canal.

NASSER RECEIVES THE SOVIET AMBASSADOR: Mr. Kesselev, the Russian Ambassador to Egypt, leaves the Prime Minister's offices after an interview with Colonel Nasser. The meeting, which was the latest of several, lasted for an hour.

On left—
EGYPTIAN MINISTERS UNDERGO MILITARY TRAINING: Some of the civilian members in the Egyptian Cabinet (seated on the right) have joined the recently-formed National Liberation Army and have started their own military training.

TWO PILOTS STILL AT SUEZ: Captain Almer Beale (on the left), from St. Petersburg, Florida, and Captain Knibb Young, from Glasgow, stand on a balcony of the Suez Canal Company's headquarters at Port Said. In the background are the entrance to the Canal and the statue of Ferdinand de Lesseps, the engineer who built it.

While the London conference on the Suez Canal crisis was discussing the possibilities of an international body of control, the military and political ferment in Cairo and Port Said continued unabated. It was announced by the nationalised canal authority that the shortage of pilots due to the absence of some Europeans who did not return from leave at the time the crisis began, would be made up by the recruitment of 300 new pilots. There has been no indication, however, how these men are to be trained if they are ever found. The acting managing director of the Egyptian board of control has stated that twenty-seven Egyptian and three Greek pilots have been engaged since nationalisation. It is probable that these moves are partly due to the need for propaganda to offset the London conference and partly due to a real shortage of pilots. The Egyptian Government has alleged that British and French pilots are feigning illness to disrupt navigation. It is quite apparent that the Egyptian reluctance in the past to give visas to foreign pilots is now proving a serious embarrassment. The nationalised authority has issued a statement that it "could dispense with the services of any foreign employee who wishes to quit, provided legal practices are observed and navigation is not affected." A statement that if the pilots did leave, then ships of nationalities other than theirs would have priority was later denied.

EGYPTIAN NAVAL UNITS AT PORT SAID: Two destroyers and four small torpedo-boats of the Egyptian Navy lie moored by the stern to the quay of the former Navy Club in Port Said Harbour. Two other destroyers which were purchased from Britain and have been refitting in Portsmouth and Southampton are still not ready to sail for Alexandria. The Egyptian Navy has bought several destroyers and frigates from this country, but few of them are in service at the present moment.

b

THE OPENING OF THE EDINBURGH FESTIVAL: The Lord Provost of Edinburgh, Sir John Banks, with the magistrates and councillors of the city, leads the procession into St. Giles' Cathedral for the service inaugurating the ten Edinburgh Festival. The Queen, the Duke of Edinburgh and Princess Margaret were present in the Cathedra

EDINBURGH'S TENTH FESTIVAL

Scenes from the Scottish Capital During the Festival of Music and Drama

The sermon was preached by the Rev. Professor Edgar Dickie, of St. Andrews University. He chose as his theme a quotation from the 96th Psalm, "O worship the Lord in the beauty of Holiness." Professor Dickie commented that one might "even reverse the text and still be faithful to scripture." Beauty and holiness should go together. "Our Festival aims," he went on, "at uniting those who have a love of beauty expressed in music and in drama: and these have always been reckoned as potent unifying forces of mankind." Copies of the Order of Service were distributed to the large crowd of people from many nations for whom there was no room in the church. Many hundreds of them joined in the dedicatory service from the streets outside the Cathedral. The Benediction was given by the Very Rev. Dr. Charles Warr, Dean of the Thistle and Chapel Royal.

A ROYAL FILM PERFORMANCE: The manager of the New Victoria Cinema, Edinburgh, escorts the Queen through the foyer to see Gene Kelly's film, *Invitation to the Dance*.

On right—

The Hamburg State Opera opened their three weeks of Festival opera at Edinburgh with a performance of Mozart's *Die Zauberflöte* (*The Magic Flute*). The Günther Rennert production reversed the usual approach to the opera, which is one of light-hearted comedy in keeping with the rambling episodic plot, and chose instead to emphasise the serious content. This had the rather inevitable result of making production heavy and slow, since the fantastically impossible plot used by Mozart cannot bear any really serious scrutiny. As in 1952, when the Hamburg State Opera last produced *Die Zauberflöte* at the Festival, the performances of Horst Günter and Anneliese Rothenberger, as Papageno and Papagena, were one of the lasting memories of the production. The delightful comedy of the opera could be seen at its best when they were on the stage. Admirable contributions were also given by Rudolf Schock as Tamino and Anny Schlemm as Pamina. On the whole, however, the high standard of these four was not maintained throughout the remainder of the cast. The Günther Rennert production showed considerable ingenuity in its stage craft. The ingenuity was particularly noticeable in the decor and costumes and in the use of lighting.

"THE MAGIC FLUTE": In this scene from the Hamburg State Opera production, Papageno (Horst Günter), on the left, plays on his magic be *Below*, Pamina and Tamino are united in the Temple of Is

MILITARY PAGEANTRY ON PARADE: One of the smartest drill displays yet seen at the Edinburgh Tattoo was given on the opening night by the Queen's Squad of the Royal Marines. Some of the troops on parade had only been in the Army for eight weeks. The Royal party visited the Tattoo for the second half of the programme on Monday night after having attended a performance of *The Magic Flute* given by the Hamburg State Opera Company at the King's Theatre.

"THE PLEASURE OF SCOTLAND": An entertainment of traditional Scottish dancing, piping and singing was presented by the Edinburgh Festival Society in the Assembly Hall during the first week. In the centre of this picture is Jameson Clark (pointing), who was narrator or "fear-an-tighe" during the performance.

"UNDER MILK WOOD": This scene from Act One of Dylan Thomas' "play for voices" depicts a fishing village, with the orchestra pit used as the port estuary. On the left (standing) is Donald Houston, who takes the part of the narrator. The play was originally written to be broadcast on sound radio. To embody the voices and present them on a stage was to take a considerable risk of loosing the original play's peculiar effect. The production at the Festival proves, however, that the risk was worth taking.

On left—
A FIRST STAGE PERFORMANCE IN GREAT BRITAIN: Helmut Melchert wears this blind mask in his role as Œdipus, King of Thebes, from Igor Stravinsky's opera *Œdipus Rex*, presented by the Hamburg State Opera at the Festival. The orchestra is conducted by Leopold Ludwig and the production is by Günther Rennert. The text of *Œdipus Rex* is an adaptation by Jean Cocteau from the Sophoclean play. The opera was first publicly performed in 1927 in Paris. When the work was given in Paris in 1952 it was booed by some of the audience.

On right—
THE STRATFORD SHAKESPEARE COMPANY OF ONTARIO: This scene from *Henry V* shows Christopher Plummer as the King holding the hand of Katherine (Ginnette Letondal) and surrounded by members of the French and English courts. The company will present the play at the Edinburgh Festival. The highlight of this particular production is that the French king, his daughter and his courtiers are played by French Canadians. Le Théâtre du Nouveau Monde was asked to co-operate.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

Society of Brothers.—My request for information last month about the Cotswold Bruderhof brought me several letters, and I would like to thank all those who took the trouble to write. One correspondent wrote:

> The Brothers remained at Ashton Keynes till the late summer of 1940; they had aroused a good deal of local opposition from their behaviour; the amazing tribes of children led to a firm, doubtless unjust conviction that the rule of community use was applied to their women as well as their goods; and their habit of all bathing together, men, women and children, stark naked in the large gravel-pit lakes there, startled the natives. This feeling rose to a height, on account of their German nationality, after the outbreak of the war; and they fell under suspicion (quite unjustly, for they were refugees from Hitler) of being spies, of signalling by lights to enemy planes, and so forth; and there were numerous local representations that they ought to go.
>
> No notice was officially taken of these requests until the establishment of a ring of aerodromes all round their property, when they received notice to remove elsewhere. Their land and buildings were put up for sale (these were the farm house and land purchased and presented to General Dyer by a public subscription after his retirement from the Army following the Amritsar riots); and at Home Office request the estate was purchased by the London Police Court Mission for the establishment of a new Approved School for junior boys, 13-17 years of age. This is now known as the Cotswold School.

Most of the Brothers emigrated to Northern Paraguay, where at Primavera three communal villages have been built up during the last fourteen years, with an economy based on cattle ranching, lumbering, wood industries and agriculture. A small hospital was also started, since the community had several doctors, nurses and other medical people among its members, and this has rendered invaluable service to thousands of Paraguayan patients. New settlements have also been founded in Uruguay and in the United States, and seem to be flourishing.

Wheathill Bruderhof.—Three Brothers were left behind in England when the Cotswold Bruderhof broke up, and joined by others they soon founded a new settlement at Wheathill, near Bridgnorth, in Shropshire. I have now had particulars of this group which at present numbers about 200. Their manifesto states that their aim is to "demonstrate that peaceful and creative community on the basis of the early Christian way of life is possible to-day. On joining the group, members surrender all their property and use their energies in the service of God and men without seeking reward. They believe that voluntary poverty and simplicity, with an open door for all sincere seekers, irrespective of nation, creed, race, age, sex, or wealth, is the answer to the confused and frustrated condition of contemporary man."

It seems, in short, that these good people are setting themselves the monastic ideal, with the important exception that the sexes mix, married couples live together in the ordinary way, and everyone has a practical job of work to do either on the land, or in some craft associated with agriculture or forestry. I admire them sincerely and wish them well.

I note one thing, however, with extra approval. They now say they do not attempt to copy the early Christian example in an *outward mechanical way* (my italics). In other words, the men do not necessarily grow beards, and all wear reasonably modern clothes. I do feel that if people like them deliberately dress up like the Pilgrim Fathers, plough with oxen, and bathe stark naked (albeit in all innocence) in gravel pits, then they are simply asking for trouble. It 's no use blaming the locals for throwing stones, as they did, metaphorically, at Ashton Keynes in 1940. It 's just common sense to respect contemporary sensibilities, at least in inessentials, but particularly if you have strong principles which set you apart in other ways.

Cotswold School.—One thing leads to another, and I have now heard from Mr. C. A. Joyce, headmaster of this school, which took over from the Brothers at Ashton Keynes. Mr. Joyce broadcasts on religious and social subjects, in addition to his outstanding work for the reformation of young criminals. He writes:

> It will be appreciated that the major reason for the boys' residence in the school is some defect of character; consequently the primary stress is on moral training. All boys up to the age of fifteen are occupied in full-time schooling under qualified schoolmasters. At fifteen they go out on one of the working parties concerned with farming, gardening, building, painting and decorating, woodwork, maintenance, or shoe repairing. Their free time is catered for by a large number of clubs, of which the Young Farmers' Club deserves special mention. The boys become very keen and many continue in farming when they leave us. Personally, both from my service in Prisons and Borstal Institutions, and in this school, I have found that the land teaches morality better than many sermons. Many bad characters have found, for example, that in farming "you can't get it out unless you put it in," also "you get what you sow, but more of it," and "shoddy work and being a smart-Alick may pay in some jobs but *not* on the land."

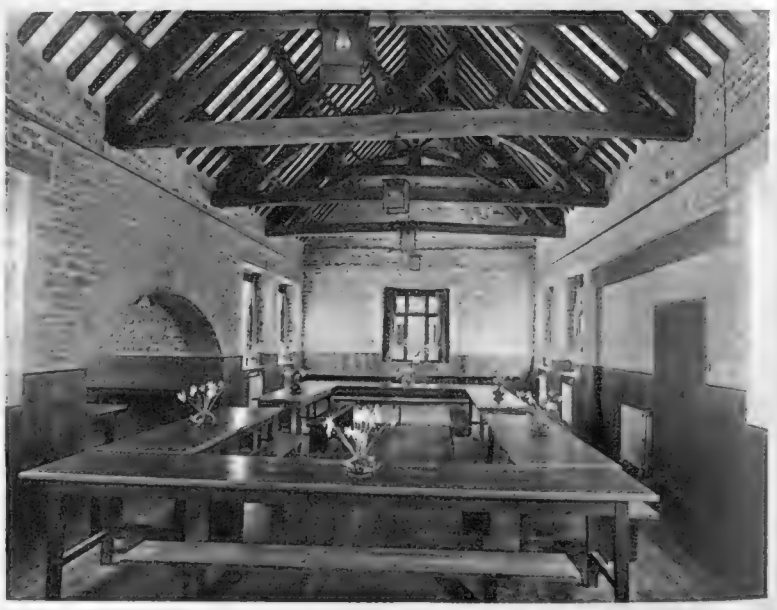
It seems, then, that there is a strong link between the Society of Brothers and Mr. Joyce in their common belief in the land as a *moral* force, besides the fact that the Cotswold School now has the property formerly occupied by the Bruderhof. Mr. Joyce tells me that the farm now covers some 350 acres, that an attested dairy herd has been built up, about 100 strong, and there are pigs, poultry and a few horses. The holding is highly mechanised, with a full-time staff, and offers training which includes the scheme of Farm Apprenticeship.

All the buildings put up or converted by the Brothers have been adapted for school use. One quadrangle is composed of an old barn (*c.* 1760) and farm buildings, all of Cotswold stone. The barn is now an assembly hall on the first floor and a chapel on the ground-floor. The other buildings have been turned into staff flats and offices. The second quadrangle is made up of three modern buildings, of some twenty rooms each. These are "houses" in the public school sense, named after St. Andrew, St. David and St. George, each with about fifty boys. The housemasters are given complete autonomy, subject only to the general rules of the school, and are encouraged to act on individual lines.

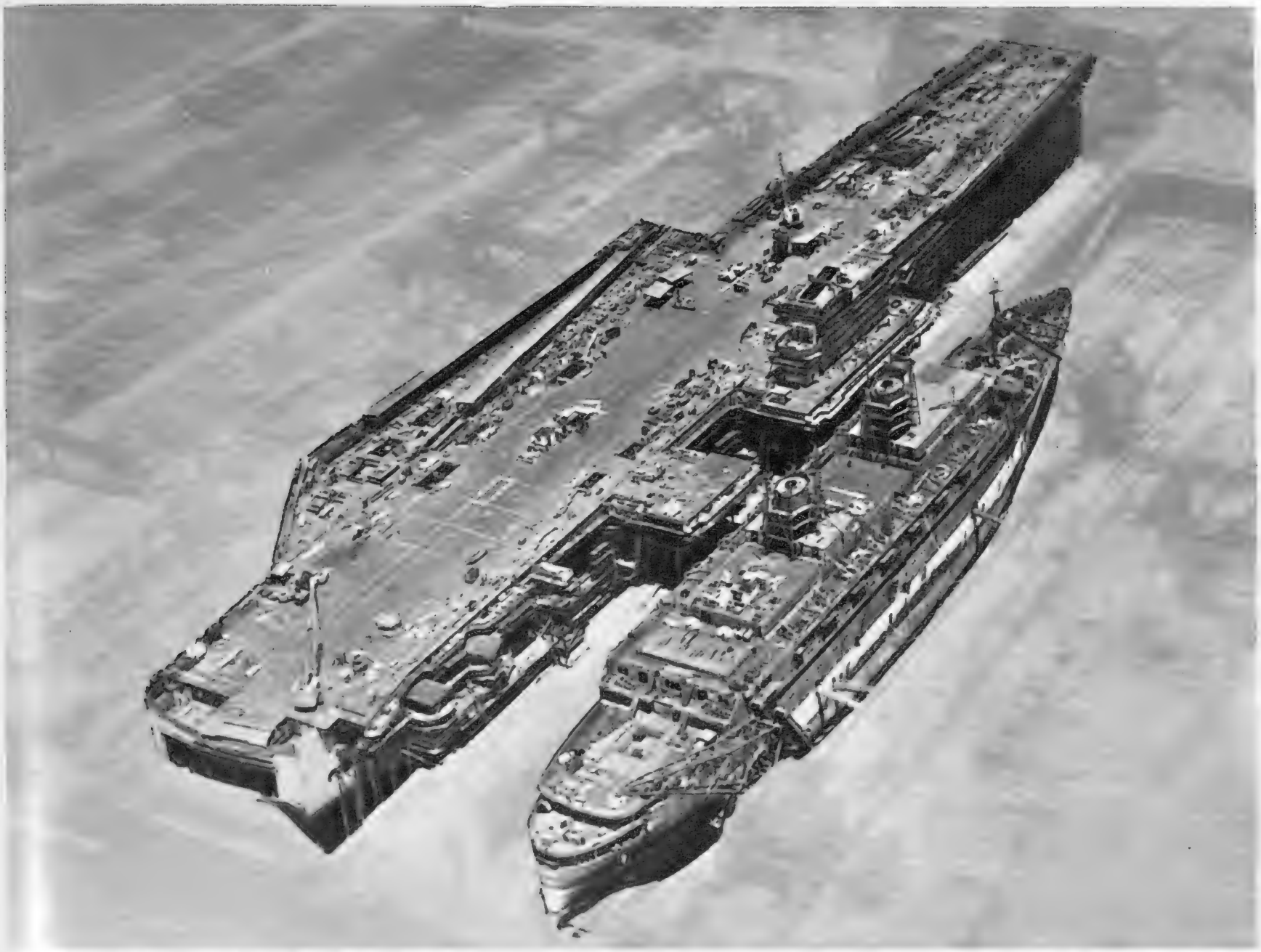
As to results, it is interesting to note that in the past fifteen years over 1,000 boys have passed through the Cotswold School; of these, 75 per cent. have been in no further trouble at all; a further 10 per cent. have been in minor trouble, so it can be truthfully said that 85 per cent. of the boys are doing well.

Amateur Historian.—The worst about scholarship is that it is so often obscure and dreadfully dull. I hesitate to read the scholarly journals for that reason, and am frightened of most professors. I prefer to learn through such common media as the radio; for example, that excellent series on Roman Britain early in the year, or highly readable magazines such as *History Today*. Another favourite is the *Amateur Historian*, which should be better known than it is. It has been going about four years, appearing every month at 1s. 6d. It carries no advertisements and has, I must admit, rather a parochial look, but its articles are both expert and readable and have given me a lot of information in the past. In this last issue I find "Field Names," "Apprentices," "Heraldry as an Aid to Local History," "Court Baron," "Family Pedigree," "Suggestions on the Filing of Historical Notes," and the usual pages devoted to reviews, queries and editorial notes. Next time we are promised a series on the "Historical Records of the Nonconformist Churches," of particular interest to me since a forbear of mine, one John Carter, brewer and burgess of Portsmouth, helped found the Unitarian Chapel there. The building was unfortunately destroyed when the old High Street was blitzed and burned out in the war, but it has now been rebuilt, thanks to the energies of the present Minister, Rev. J. R. Sturges.

THE SITE OF THE COTSWOLD BRUDERHOF: The old barn of the pre-war settlement at Ashton Keynes is now part of the Cotswold School. A picture of the barn as it was in 1938 appeared in "The Sphere" on August 4, 1956.



THE MAIN QUADRANGLE: This part of the one-time Bruderhof has changed little since pre-war days. *On right*—What was once the refectory for the brothers is now the school dining hall. These three photographs are reproduced by courtesy of Mr. George Roper, of Cirencester.



CARRIERS PREPARE

"Ranger" nears Completion in America; "Albion" is Readied at Portsmouth

Above—**A HUGE AIRCRAFT-CARRIER UNDER CONSTRUCTION: The United States Navy aircraft-carrier *Ranger* lies in a building dock at Newport News, Virginia. Beside her is the luxury liner *Matsonia*, also in course of construction.** The comparison shows the enormous size of the *Ranger*. She will be launched on September 29; the third of her class to be built. Two more will complete the class, making five in all. These 60,000-ton carriers are the largest warships in the world. They are well over 1,000 ft. long, with a breadth of 252 ft. at the widest point of the flight-deck. Over 100 aircraft can be carried in each vessel, and the design incorporates two British inventions—the steam catapult and the angled deck. Each ship of the class will have taken two-and-a-half years or more to build, and cost well over £65,000,000.

Below—**A CARRIER REFLOATED: The aircraft-carrier H.M.S. *Albion* takes on stores in Portsmouth Harbour after being removed from dry-dock, where she had been undergoing an extensive refit.** *Albion* was not due to be refloated until late September or October. The refitting work is being continued while she takes on stores. Plans for her future are not known. The 22,000-ton carrier, which was completed two years ago, has an overall length of 741 ft., and a breadth of 123 ft. *Albion* carries forty-five aircraft, and has a crew of over 1,000. She cost nearly £10,000,000 and is equipped with the steam catapult and angled deck. There are three other vessels in her class—*Bulwark*, *Centaur* and *Hermes*. *Hermes*, after which the class is named, is not yet complete. When finished, she will be one of the Navy's most modern carriers.

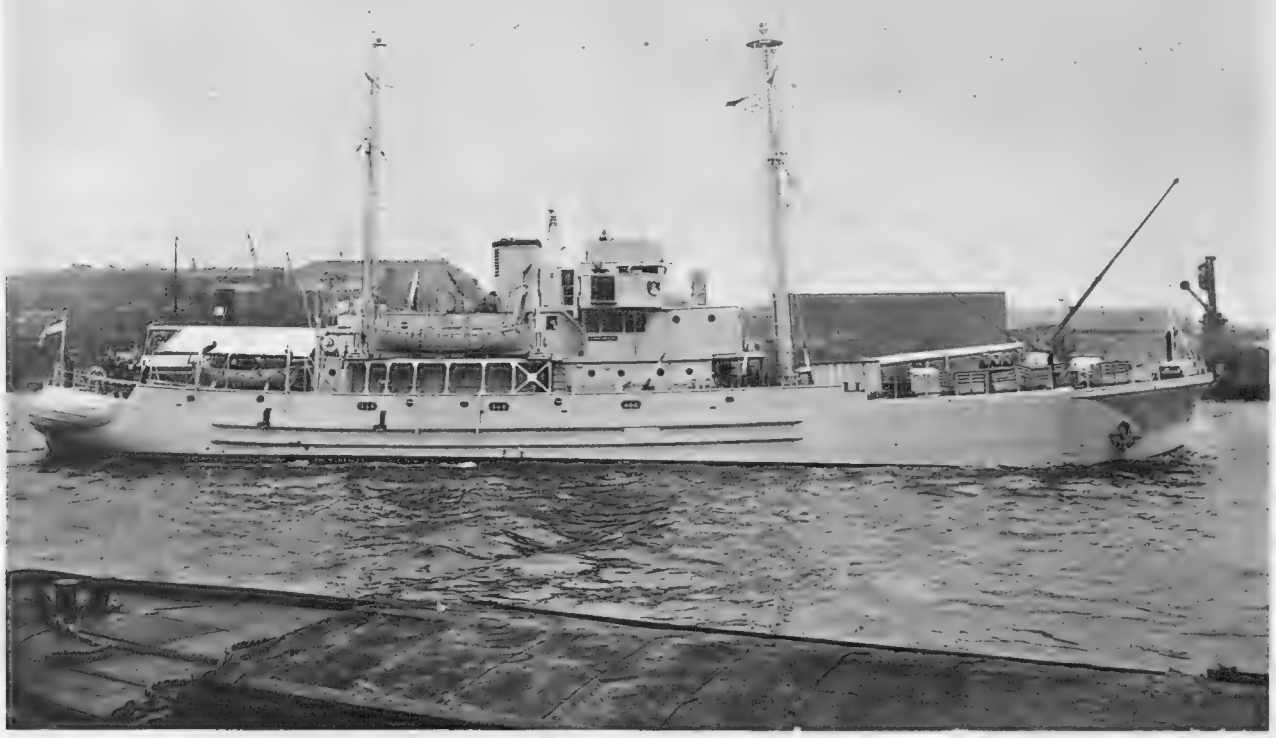
IN HOME AND DISTANT WATERS

A Steamer for Lake Nyasa;
A Polar Ship ; A New Lifeboat

A PREFABRICATED SHIP IN NYASALAND: Lady Welensky, wife of Sir Roy Welensky, the Deputy Prime Minister of the Federation of Rhodesia and Nyasaland, launches the cargo steamer *Nkwazi* at Monkey Bay.

ON LAKE NYASA : The *Nkwazi* lies in the water after her launching at Monkey Bay. The 250-ton pre-fabricated cargo-vessel was designed and constructed by Yarrow and Co., of Glasgow, and shipped in pieces to Nyasaland, where she was assembled. The purchase of the ship is part of the Government development scheme for Lake Nyasa.

The launching of the cargo steamer *Nkwazi* is a sign of the development of Nyasaland under the new Federation. The ship was financed by the Federal Government for the Nyasaland Railways. She was designed by the Glasgow firm of Messrs. Yarrow and Co., and constructed in pre-fabricated parts which were shipped out to Nyasaland. There the *Nkwazi* was assembled at Monkey Bay and launched by Lady Welensky, the wife of Sir Roy Welensky, who is the Deputy Prime Minister of the Rhodesian and Nyasaland Federation. Monkey Bay, on the southern shores of the lake, has a population which largely consists of railways' staff. It is one of the fifteen ports of call for lake steamers. With the launching of the new vessel there are now two cargo ships in service on Lake Nyasa—the other is the *Mpasa*—and one cargo-passenger vessel, the *Ilala*.



***On left*—**
H.M.N.Z.S. "ENDEAVOUR" SAILS DOWN THE THAMES: This veteran of Antarctic exploration leaves the Pool of London for New Zealand. Formerly the first *John Biscoe*, she has been refitted, renamed and recommissioned into the New Zealand Navy at the Southampton yard of John I. Thornycroft. A picture published in "The Sphere" last week showed her at her moorings. The vessel will return to the Southern Continent at the end of this year, carrying the members of the New Zealand section of the Commonwealth Trans-Antarctic Expedition under Sir Edmund Hillary, bound for the Ross Sea. *Endeavour* has had a variegated career. She started life in the Royal Navy as H.M.S. *Pretext*, a net-layer: hence her rounded bows. In 1947 she was renamed *John Biscoe* and went to work for the Falkland Islands Dependencies Survey as a survey ship. The vessel was named after the commanding officer of the British Antarctic Expedition of 1830–32, who circumnavigated the Southern Continent and annexed Graham Land. She worked as a survey ship until early this year. A wooden vessel of 890 tons, she was by then no longer adequate for the scope of present-day Antarctic surveying. When the New Zealand Navy took her over, she was renamed to avoid confusion with the new *John Biscoe*, a Diesel-electric ship of 2,250 tons which was launched recently to take *Endeavour's* place with the Falkland Islands Dependencies Survey. Each year, the new *John Biscoe* will make a 27,000-miles round voyage to Antarctica with supplies and relief personnel for the survey's bases.

THE QUEEN MOTHER NAMES A NEW LIFEBOAT IN SCOTLAND: Her Majesty is in the cabin of the lifeboat *Dunnet Head*, in Thurso Harbour, after naming the vessel. During a short trip she took a turn at the wheel at the invitation of Coxswain Angus Macintosh. *On right*—Longhope lifeboat (in foreground) and the motor-vessel *St. Ola* (right) are beflagged as Queen Elizabeth the Queen Mother names the new Thurso lifeboat *Dunnet Head*. The craft cost £39,000 and is the first of the 47-ft. class.

On right—

THE STAR OF THIS YEAR'S AIR SHOW AT FARNBOROUGH: The Fairey Delta 2, the small British delta-wing record-breaking research aircraft, will be seen by visitors to the Display of the Society of British Aircraft Constructors next week. Among them will be a party of Soviet Air Force officers. Last March the Delta 2 gained for Britain the first four-figure speed record. Piloted by Peter Twiss, it averaged 1,132 m.p.h. and beat the previous record by over 300 m.p.h. At a height of 7¼ miles there was a difference of only 98 ft. between the two speed runs in opposite directions. From such a controllable research type British designers hope to develop a fighter which offers a rock-steady firing platform at the highest speeds.

Below—

A SYMBOL OF MODERN AIR POWER: The Handley Page Victor is a crescent-wing strategic bomber designed for delivering nuclear weapons from air bases in the United Kingdom. It is calculated that a single Victor could carry a greater destructive load than all the bombers based in Britain in the last war added together. On operations it can fly at 55,000 ft. and outmanœuvre any fighters at this altitude.

THE DELTA-WING AVRO VULCAN: Although it has different shaped wings from the Victor, the performance of this second type of British "V" bomber is very similar in height, speed and load. Both Vulcan and Victor will join the third "V"—the Vickers' Valiant—in squadron service with the R.A.F. Bomber Command next year.

A VINTAGE AIR SHOW

A Preview of Next Week's S.B.A.C. Display at Farnborough

By JOHN W. R. TAYLOR

Drawings by CAVENDISH MORTON

TEN weeks have passed since air force leaders from thirty nations gathered in Moscow to watch the annual parade of Russian air power. They were impressed and, in some cases, considerably shaken by what they saw.

In a few days' time it will be the turn of a party of Soviet officers to be impressed when they visit the S.B.A.C. Flying Display and Exhibition at Farnborough, in Hampshire. They will receive fewer surprises, because the British aircraft industry has no startling new prototypes to take off the secret list this year for the benefit of our foreign guests. Instead, and far more important to our national security and bank balance, they will be shown a succession of military and civil types that are in production, or well-proven in service, and which are the envy of the world.

Inevitably, there will be critics, complaining that our companies have yet to produce a counterpart to some well-publicised foreign type, and that the same old troupe of aeroplanes seems to appear on the stage at Farnborough year after year. They forget that the whole purpose of the S.B.A.C. Display is to sell British aircraft, aero-engines and equipment, not to provide a mere spectacle. The all-important foreign buyers certainly will be far more interested in an aeroplane like the Viscount, with three years of money-making airline service built into it, than in a competitor that might be better in 1959.

The true measure of achievement for any aircraft industry is whether or not it can supply the kind of products that are needed, when they are needed, and it is this that we must bear in mind when assessing the quality of the Display.

Star of the show will probably be the Fairey Delta 2, the tiny delta-wing research aircraft that gained for Britain the first four-figure speed record in March of this year, its average of 1,132 m.p.h. beating the previous record by a margin of 37 per cent.

Interviewed after this record attempt, the pilot, Peter Twiss, said that the only indication of passing the once-dreaded sound barrier in the Delta 2 is a slight flicker of the instruments. It is so controllable that he was able to position it in an empty sky, 7¼ miles above the ground, with a difference in height of only 98 ft. between the two speed runs in opposite directions.

This is vitally important, because it means that British designers have the "know-how" to develop from the Delta 2 a fighter that would offer a rock-steady firing platform up to any speed that our engine-builders can make possible. And not only fighters, but supersonic bombers and even airliners, because data obtained by research aircraft are available to the whole industry.

Despite this, the Royal Air Force is still arming with the Hawker Hunter, a fighter that is supersonic only in a dive; and no more advanced type has yet been ordered into production. Surely, one may ask,

(Continued on following page)

EXAMPLES OF BRITAIN'S ABILITY TO LEAD THE WORLD IN CIVIL AVIATION : On this page the artist has drawn his impressions of a number of outstanding British civil aircraft. All will be on view at the S.B.A.C. show at Farnborough except for the Comet 4A. This is the version of the British pure jet airliner, of which fourteen have been ordered by Capital Airlines of America. It will carry seventy-four passengers on short stage lengths. However, visitors to Farnborough will see a Comet 2, which is externally similar. The Handley Page Herald, with its forty-four seats, is a comfortable and economical four-motor piston-engine airliner. The Heron 2 is one of the aircraft of the type which equip the Royal Flight. The Vickers Viscount 802 is a development from the British airliner which is unique in the world. The Viscount is the only turbo-prop transport in operation anywhere and is the outstanding post-war success of the British aircraft industry. The Bristol Britannia 301 is Britain's new turbo-prop and should soon be in operation. The Scottish Aviation Twin Pioneer rivals a helicopter in its ability to fly from small spaces.

A VINTAGE AIR SHOW

(*Continued from previous page*)

if this implies a failure somewhere down the line—on the part of the Air Ministry whose job is to say what the R.A.F. wants, the Ministry of Supply who order it, or the industry that makes it ?

The answer lies not in comparing the Hunter with its foreign counterparts on speed alone, but in trying to judge their relative merits for the job the Hunter has to do. It soon becomes apparent that the basic conceptions of British and U.S. interceptors are entirely different.

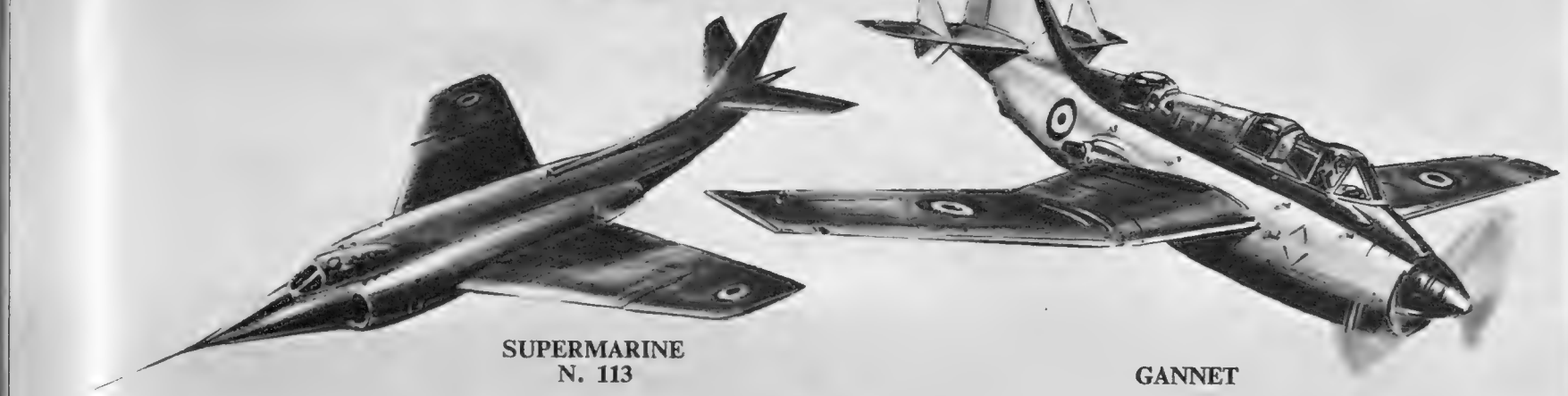
The Americans have no shortage of airfields with concrete runways up to two miles long, and have the money and equipment to build as many more as they need. As a result, it does not matter if their interceptors have such small wings that they career along for many thousand of feet before building up sufficient speed and lift to leave the ground—and small wings means reduced drag and greater speed in flight.

There are few lengthy runways available to the R.A.F.'s interceptors in the U.K. and none at all in some of the other areas where they might be called upon to fly at any moment in defence of our world-wide Commonwealth communications. So the Hunter has a much lower

ENGLISH ELECTRIC P.1.

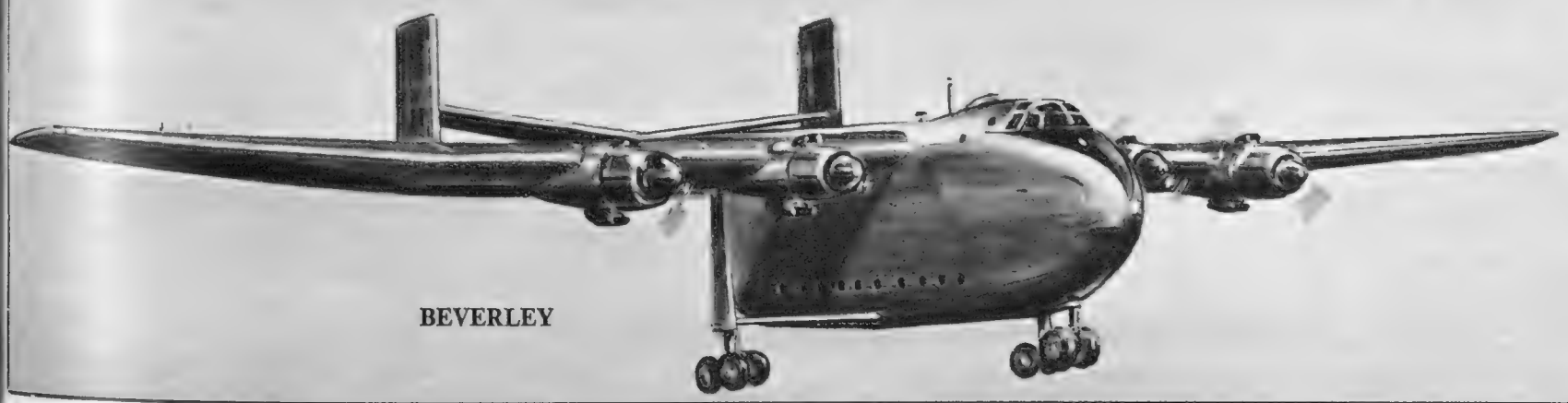
HUNTER 6
WITH 2 FIREFLASH
GUIDED MISSILES

VALIANT



SUPERMARINE
N. 113

GANNET



BEVERLEY

DRAWINGS OF SOME OF THE MANY DIFFERENT TYPES OF MILITARY AIRCRAFT OF TO-DAY AND TO-MORROW: The English Electric P.1., Britain's first true faster-than-sound fighter, will show its paces at Farnborough. The Hawker Hunter 6 will be carrying beneath its wings two Fairey Fireflash guided missiles. This is the standard fighter of the R.A.F. and equips the air forces of a number of N.A.T.O. and other countries. The Vickers' Valiant is the "V" type nuclear bomber already in service with R.A.F. Bomber Command. A newcomer to this year's Display is the Fleet Air Arm's Supermarine N.113. Armed at present with 30-mm. cannon, it will later have guided missiles. It will also be able to attack sea and land targets with tactical atomic-bombs. The navy possesses the world's finest anti-submarine aircraft in the twin turbo-prop Fairey Gannet. West Germany has ordered these aircraft for shore-based anti-submarine defence. The Blackburn Beverley military transport, capable of carrying large loads of men and freight and even small aircraft, is able to land in limited space and in this respect is unique for its size.

landing and take-off speed, which is fine for safety and short-field operation but not so good for high performance in the air.

Nevertheless, many other countries throughout the world have even fewer large airfields than Britain, and this explains why our Vampires, Venoms, Meteors and Hunters have been exported in such vast numbers since the war. Their short take-off and landing runs have enabled Norway and Switzerland to provide themselves with jet-fighter defence in mountainous regions, and there could be no finer tribute to the handling qualities of the Vampire than that the two-seat trainer version is used by the air forces of nineteen countries.

The Hunter has made an even greater contribution to our export drive, earning a total of £124,000,000, mostly in dollars, and this provides the best possible answer to whether or not it is a good fighter. It has had its teething troubles, the most-publicised being that its engine was sometimes stopped by a build-up of pressure in the air intakes when it fired its guns. But this was because the Hunter is armed with four 30-mm. cannon of such tremendous destructive power that they make the contemporary U.S. guns of 0.5 in. or 20-mm. calibre seem like pea-shooters. Such fire-power was not easy to harness to a light metal airframe designed originally for only two guns.

Nevertheless, the Hunter's troubles have been largely overcome on the latest Mk. 6 version and, as we shall see at Farnborough, it can be adapted to take the even more advanced fire-power of two Fairey Fireflash guided missiles

(Concluded on following pages)

ROYAL NAVAL FIGHTERS OF A TYPE WHICH HAVE BEEN ORDERED BY WEST GERMANY: Sea Hawk single-seater fighters are in flight off the English coast. Over fifty of these aircraft, powered by Rolls-Royce Nene turbo-jets, have been ordered for the West German military forces. The Sea Hawk was designed and initia production was undertaken by Hawker Aircraft Ltd. But development and production is the responsibility of Sir W. G. Armstrong Whitworth Aircraft Ltd

A VINTAGE AIR SHOW

(*Concluded from previous page*)

slung under its wings—an installation that will certainly appeal to Hunter-equipped N.A.T.O. forces. The Supermarine Swift Mk. 7 will also be seen carrying Fireflash missiles—four of them. It is the first R.A.F. fighter armed with these formidable weapons which fly at supersonic speed along a radar beam that is " locked " on to the target.

New and more powerful developments of the R.A.F.'s two-seat delta-wing all-weather fighter, the twin-engined Gloster Javelin, will be shown for the first time. The English Electric P.1, Britain's first true faster-than-sound fighter, will rival the high-speed demonstration of the Delta 2. But the Saunders-Roe S.R.53, the aircraft that Fighter Command wants more than anything else in the world, will not quite be ready for this year's Display. Even if it were, it probably would be kept under cover, because this revolutionary interceptor may be the key to Britain's defence in the nuclear age.

The Royal Navy is reported to be interested in a version of the S.R.53 to protect its carrier forces, which not only protect convoys along the maritime lifelines, but provide elusive hard-hitting bases for atom-bombers. Indeed, the R.A.F. will have to look to its laurels in a year or two, because it will have no single-seat fighter with the performance of the Fleet Air Arm's twin-engined Supermarine N.113, a newcomer at this year's Display already in full production.

Armed initially with 30 mm. cannon and later with missiles, the N.113 will also be able to carry tactical atomic bombs for attacks on ship and shore targets. Its counterpart for bad weather and night fighting will be the two-seat de Havilland D.H.110, which will appear at Farnborough with a new pointed fuselage nose, housing its search radar, and with missile rails.

The Navy also has the world's finest anti-submarine aircraft in the twin turbo-prop Fairey Gannet, of which we shall soon see a Mk. 3 version equipped with a huge underfuselage radar installation to give the Fleet early warning of the approach of enemy air or surface forces.

With so few carrier-equipped navies in the world, the potential market for an aircraft like the Gannet might appear limited. But the Royal Australian Navy has bought forty, and now Germany has become the first country to order Gannets for shore-based anti-submarine defence.

Of all the post-war successes of Britain's aircraft industry, however, none was more significant than the announcement in the spring of 1951 that the English Electric Canberra jet-bomber was to be built under licence in the United States for the U.S.A.F. It represented a tremendous achievement for our designers, for America was rightly proud of its achievements in the air and had always met not only its own requirements but those of countless overseas countries. Now, here was an admission that, in one sphere of aviation at least, Britain was well in the lead, and other countries soon followed America's example.

We can hardly expect the Canberra's world-wide success to be duplicated by our four-engined V-bombers, for these are tailor-made for the task of delivering nuclear weapons from bases in the U.K. to specified potential targets, and are far too costly to be bought in quantity by small air forces. But they represent some of the greatest post-war achievements of Britain's aircraft industry.

A recently-published book comments disparagingly that they are only half the size of America's giant atom-bombers. Yet their unrivalled offensive power stems from this very fact; because a combination of medium size with engines of great power enables them to fly higher and faster than any other long-range bombers, each carrying a greater destructive load than all the bombers based in the U.K. in World War II added together.

America might wish that her big bombers could also fly just below the speed of sound at extreme heights, so that they could dispense with defensive armament. But the U.S.A.F.'s big B-52s have to carry sufficient fuel to reach targets that are much farther from their bases in the United States than from the R.A.F.'s bases in Britain. That, and that alone, explains the difference in size and why Bomber Command, when it gets its first squadrons of Victors and Vulcans next year, to supplement the Valiants already in service, will be more confident of getting through to its targets than any other air force in the world.

It is easy to forget that air forces are made up of a great variety of other aircraft besides fighters and bombers, and the ability of our industry to produce efficient communications, training, transport, observation and other types has been proved by the contribution made by machines such as the Pembroke, Devon, Provost, Freighter and Auster to our aircraft exports, which have risen from a total of £14,704,686 in 1946 to nearly £56,000,000 in the first six months of this year.

This means that aviation exports are now greater than those of rail vehicles and ships; and yet this is only half the story. The real importance of selling aircraft overseas is that few other industries can, by the genius of designers and craftsmanship of engineers, turn such small quantities of raw material into products worth often £10 per pound of weight.

Most numerous civil exports have been the little Auster light planes, of which 592 have been sold overseas, in addition to 100 military Austers. They are flying in seventy-five countries and are among the few types that are regularly sold " over the counter " at the S.B.A.C. Display, where the quiet, breathtaking aerobatics of the company's chief test pilot and sales representative, Ranald Porteous, are unique in an age of ear-shattering jet-power.

In civil aviation, as on the military side, Britain's post-war success has resulted from shrewd business sense in producing aircraft in shapes and sizes not available elsewhere, mixed with courage in pioneering the world's first jet and turbo-prop airliners. To a certain extent, this pioneering was unavoidable, because Britain's wartime concentration on fighting aircraft enabled America to build up a six-year lead in the design of large piston-engined aircraft that we could not hope to overtake.

On the other hand, Britain's engine-makers led the world—as they still do—with their powerful, reliable turbo-jets and turbo-props; so we went for the greater prize of being first with the faster, more comfortable turbine-powered airliners.

A ROCKET MOTOR TO ASSIST TAKE-OFF: A De Havilland Super Sprite rocket motor, which can be jettisoned, is on show attached under the wing of a Valiant bomber.

The results—including the tragic temporary setback to the Comet that was part of the price of pioneering—are too well known to recount in detail. Suffice it to say that the Vickers Viscount is still the only turbo-prop transport in operation anywhere in the world. With orders totalling about 350, of which 270 worth £102,000,000 are for export, it is the outstanding post-war success of the British aircraft industry, putting this country for the first time in " the big league " of airliner manufacturers. Most important of all is that 90 of the Viscounts have been ordered by airlines in the U.S.A., where they are the first non-American aircraft ever used on regular domestic services.

Now the Comet, too, has broken into the U.S. market, with an initial order for 14 from Capital Airlines—significantly the operator that already has experience of the money-making reliability and comfort of the Viscount. This order came out of the blue, at a time when almost every major airline was ordering American jet-liners; but there are sound reasons for it.

THE CANBERRA B. MARK 8: It can be used either as a high-altitude bomber or as a long-range night interdictor. The English Electric Canberra jets are outstanding successes. The photo recce version (P.R.9) will be seen for the first time at the Air Show.

FOR TRAINING JET PILOTS: The Hunting Percival Jet Provost Mark 2 is the latest version of the aircraft specifically designed for training pilots in flying jets from the outset of their careers. The Mark 2 has a much shorter undercarriage than the earlier types.

THE LATEST D.H.110: Visitors to the S.B.A.C. Show will see for the first time the new version of the De Havilland 110 twin-seater naval day and night all-weather fighter. It has a pointed nose for radar purposes, and under the wings there are racks for guided missiles.

THE LIGHT FIGHTER: The Folland Gnat in operational form is another aircraft making its Farnborough debut. Fitted with two 30-mm. Aden guns it is approximately one-third of the weight and half the size of a standard fighter, and much cheaper to build.

THE ALL-WEATHER FIGHTER OF THE R.A.F.: A delta-wing Javelin lies on the runway at Odiham R.A.F. Station, where the fighters are now in squadron service. Javelins with new and more powerful developments will be making their first appearance at Farnborough.

To start with, the American machines are huge 125-ton aircraft that need 9,000-ft. runways for safe operation with full loads. At the moment only two or three airports in the world are big enough for them. The rest, including London Airport, must lengthen their runways at great cost. Many will do so, because these aircraft are foreseen as the minimum capable of non-stop 500 m.p.h. services across the Atlantic in both directions within the next ten years.

But where the stage lengths are less than 2,000 miles the smaller Comet comes into its own, being not only cheaper to operate, but able to take off with full load from existing airports. It will also be available before its U.S. competitors. That is why Capital Airlines have ordered Comets.

Nor will the U.S. long-range jet transports have things all their own way on the Atlantic run, for Britain's turbo-prop Bristol Britannias will offer even longer non-stop range and better economy at a cost of only 100 m.p.h. in cruising speed. The Britannias will be able to operate easily from existing runways and offer entirely new standards of quietness—their noise level at take-off being even lower than that of the small piston-engined Dakota.

So far, Canadian Pacific Airlines and El Al Israel Airlines are the only overseas operators who have ordered Britannias. Others may be waiting to see how the early Britannia Series 100 aircraft perform in B.O.A.C. service.

At Farnborough this year we shall see for the first time the new Series 300 Britannia and Series 800 Viscount, both larger and more powerful than the early series aircraft now in service. Even they represent only an intermediate development stage before the transatlantic Series 310 Britannia, the short-medium range Series 320 Britannia carrying up to 133 passengers, and the later series Viscounts which will cruise at 400 m.p.h. carrying up to 70 passengers.

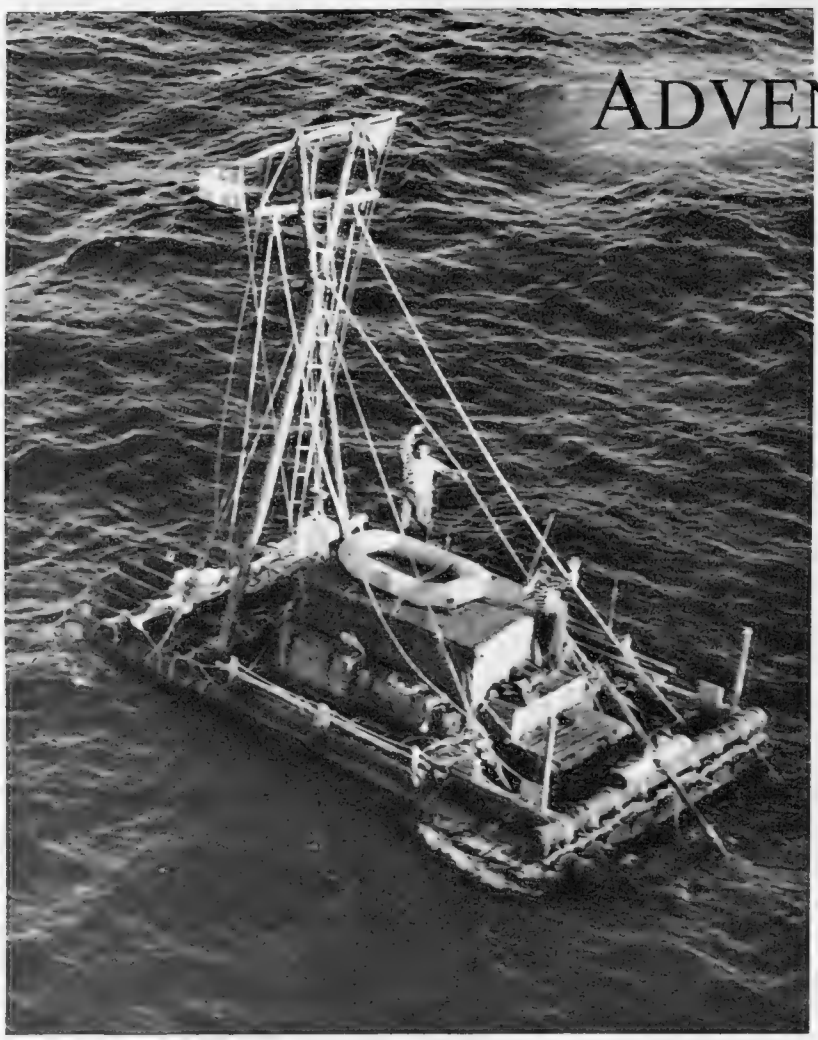
This design versatility of the British jet and turbo-prop transports means that an operator can buy two or three versions of a basic type like the Britannia to fly on all stage lengths from 200 to 5,000 miles.

Nor do British manufacturers cater only for the big airlines. Hundreds of 8–11-seat twin-engined de Havilland Doves have been sold since the war, because there is virtually no competitor in the light feeder-line category. Most of the seventy-seven in America are flown as executive transports by private companies. The Dove's four-engined bigger brother, the 14–17-seat Heron, has proved no less successful.

Now they have been joined by the rugged, reliable, 16-seat Scottish Aviation Twin Pioneer, which rivals the helicopter in its ability to fly from small spaces and will be seen at the S.B.A.C. Display in the colours of one of the many overseas companies that will use it for local services in areas that are by-passed by faster, more glamorous types. And the 44-seat Handley Page Herald, which offers airlines a comfortable, modern, economical four-motor transport in areas where it is still more convenient or economical to use piston-engines is proving popular.

There will be many other interesting and promising aircraft at Farnborough next week, including an assortment of helicopters, the giant Beverley transport, the Gnat light fighter and the delightful little Jet Provost, on which the R.A.F. may soon train all its pilots from their first day in the air. Britain's matchless aero-engines, chosen to power an endless succession of the world's finest aircraft—not excepting versions of the big U.S. jet-liners and Russia's MiG-15 fighter—will be on display, together with every conceivable item of equipment on 338 stands in a " big top " made from 13 miles of canvas.

This is the visible proof of Britain's leadership in the air. What visitors will not see are the £466,608,805-worth of aircraft, engines and equipment exported since the war and the thirty-five assembly lines of British aircraft and engines that are being built under licence in twelve overseas countries. These facts, added to the thrills of a flying display by many of the world's finest test pilots, should make this a vintage year for what has been called the greatest show on earth.

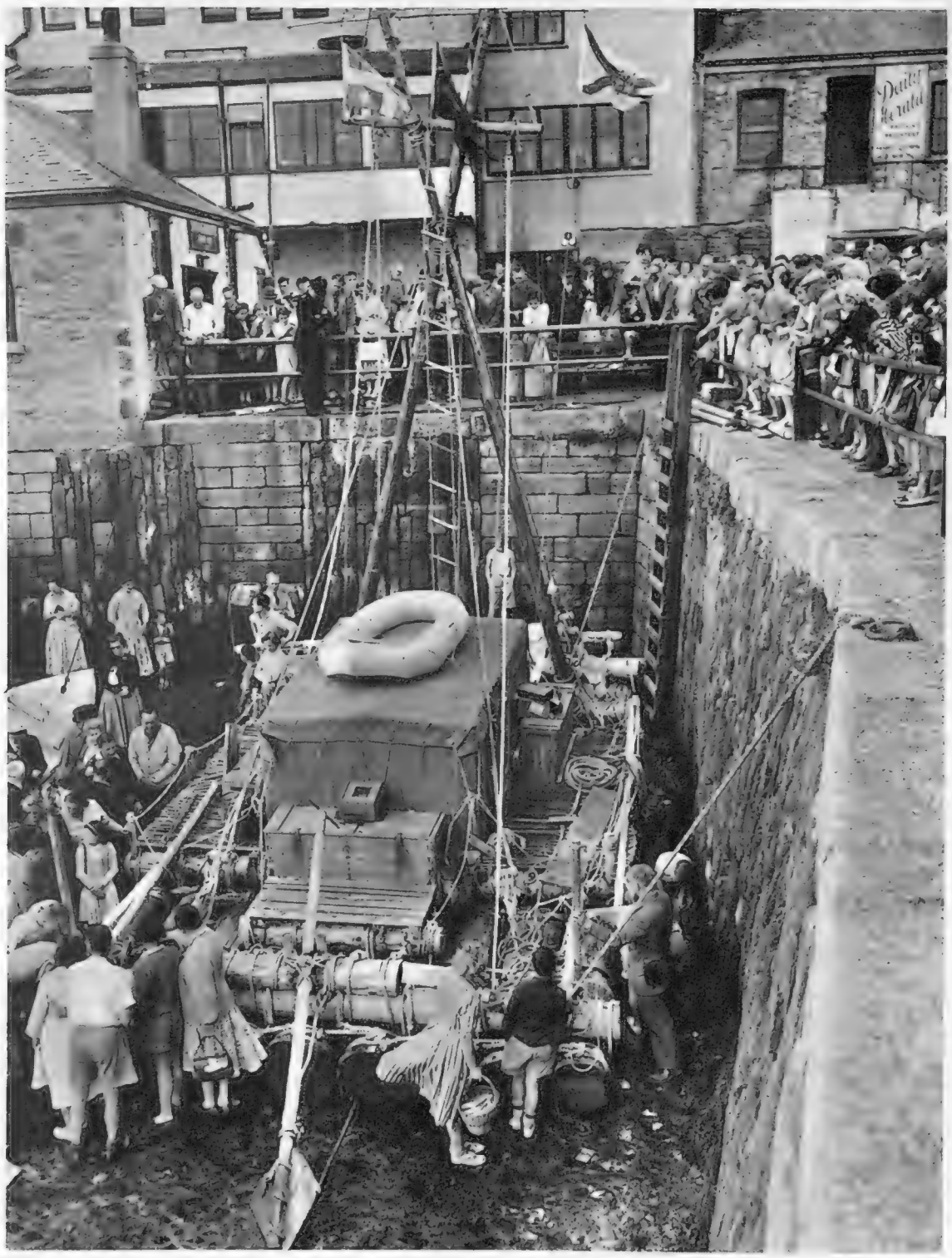


ADVENTURERS ALL

Eighty-Seven Days on a Raft; and the Oxford and Cambridge Far Eastern Expedition

On left—
CROSSING THE ATLANTIC BY CEDAR RAFT: *l'Egaré II* (The Lost One) drifts in the Atlantic off the Lizard. On May 24 this year three French Canadians set out from Halifax, Nova Scotia, to drift with the Gulf Stream across the Atlantic. Eighty-seven days later their cedar log raft was taken in tow by the Falmouth and Lizard lifeboats, 15 miles south-west of the English coast and brought into harbour.

Below—
THE END OF A LONG VOYAGE: A crowd of holidaymakers presses round *l'Egaré II* after it had been towed into Falmouth. The raft is constructed from 15-ft. cedar logs, 2 ft. in diameter. It measures 17 ft. by 13 ft. with a 4-ft. cabin amidships in which the party spent their nights.



The raft of rough-hewn cedar logs on which three French Canadians made an adventurous crossing of the Atlantic was finally beached on a mud flat in the inner reaches of Falmouth after being taken in tow. According to the leader of the party, Henri Beaudout, aged twenty-nine, of Montreal, there was only fish to eat during the last thirty days. With them throughout the passage of the Atlantic were two kittens, *Puce* and *Guiton*, who were put in quarantine in Falmouth. The three men hope that the raft will be taken back to Canada and put into a maritime museum. The object of the expedition was to prove a theory that it was possible to drift with the Gulf Stream to Europe. The party made a first attempt at crossing the Atlantic last summer, but it ended in failure when their raft *l'Egaré* foundered off the Newfoundland coast. One of the few concessions to modern progress allowed by the expedition on their second attempt was the installation of a radio transmitter.

On right—
The six members of the Oxford and Cambridge Far Eastern Expedition have arrived back in London after covering the 30,000 miles between here and Singapore and back. They pulled up outside the Royal Automobile Club, in Pall Mall, where their adventurous journey began almost a year ago. Except for the crossing of the Channel and the Bosphorus the entire journey was made overland, passing through a total of twenty-one countries. According to the members of the expedition the most difficult part of the long journey was through North Burma, where Government rule hardly exists, and where roads are more a memory than hard fact. Returning from Singapore to Rangoon the teams separated, one to study mineral development in the Shan States and the other to analyse the effect caused by the Partition on what was once a united irrigation system in the Punjab.

BEACHED ON A MUD FLAT AFTER 3,000 MILES: With everything movable still stoutly lashed, the little raft lies beached in the inner harbour at Falmouth. She was sighted by a Dutch vessel off The Lizard and asked for a tow to be arranged with shore authorities.

THE RETURN OF THE OXFORD AND CAMBRIDGE FAR EASTERN EXPEDITION: The Inter-Varsity party which left England last September arrives back in London. *On right*—The expedition poses for photographers; from left to right are, Anthony Barrington-Brown, Nigel Newbury, Henry Nott, Adrian Cowell, Pat Murphy, and Tim Slessor.

AIR NEWS FROM AMERICA

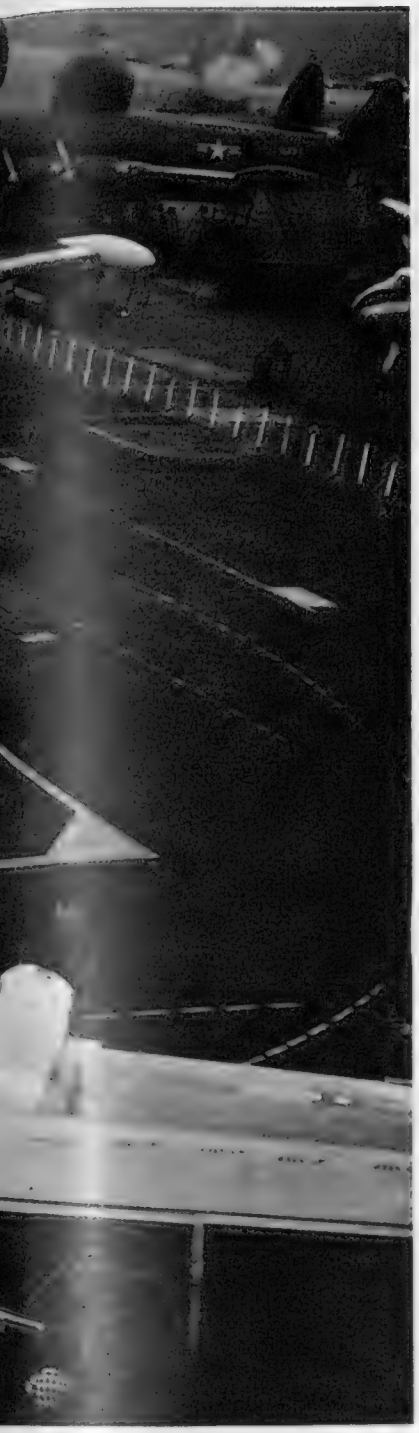
New Versions of the Lockheed Constellation; The U.S. Navy's Skylancer; the McDonnell Convertiplane

WINGS FOR A CONSTELLATION: The 150-ft. span of the wings destined for the new Model 1649A Lockheed Super-Constellation is greater than that of any other commercial aircraft in operation. The one-piece pair of wings dwarfs the men standing beside it. Earlier models of Constellation aircraft are in the background.

The Lockheed Aircraft Corporation's new Model 1649A Super-Constellation will have a wing span larger than any other transport aircraft flying. With a span of 150 ft. it is 23 ft. greater than that of any other type of Constellation. The additional length of the wings is obtained by making them thinner than hitherto. By the same means, wing area is increased by 206 sq. ft. The design of the wings is intended to give the aircraft greater speed, lift and range. Fuel tanks within this structure will contain 9,600 gallons, giving the Constellation a non-stop range of 6,400 miles. The 1649A will have a maximum speed of 400 m.p.h. and a cruising speed of 340 m.p.h. It will be powered by four 3,400 h.p. Wright turbo compound engines. Twenty of the airliners have been ordered by Trans-World Airlines, and deliveries will begin in the spring of next year.

A "FLYING SAUCER" GOES FOR A RIDE: The 30-ft. disc on the back of this Lockheed Super-Constellation WV-2 is full of radar equipment. Earlier models of these "flying radar stations" are already in service with the United States Navy, patrolling the Pacific and Atlantic as a first line of defence against surprise air attack. The "discoid radome" in the picture will try out the latest apparatus. It is still undergoing runway tests to discover the effects of the "flying saucer" on the plane's handling.

For several years the Lockheed Aircraft Corporation has been developing "flying radar stations" as a first line of defence against sudden surprise attack from the air. The latest design in radar apparatus surpasses the others in weirdness of appearance. It is carried on the back of the Super-Constellation WV-2, a version of the Constellation "family" which is flown by the United States Navy. The radar installation, which will be used to test new theories, consists of a flying saucer-like disc 30 ft. in diameter perched on a vertical structure rising out of the top of the fuselage. The aircraft and the disc will probably contain several tons of radar and electronic navigational equipment, including scanners and plotting tables. About thirty people will be carried on the plane, including relief pilots, and electronic technicians of various kinds. The "discoid radome" has not yet left the ground. The aircraft is undergoing runway tests to discover the aerodynamic characteristics of the disc and its effect on the stability and control of the plane. The apparatus will later be detached and taken to Edwards Air Force Base, in California, where it will eventually be re-mounted for flying tests. Earlier versions of the Lockheed Constellation "radar sentry" are already in operation in the Atlantic and Pacific.



A NEW FIGHTER FOR THE UNITED STATES NAVY: The Douglas X-F5D Skylancer is the U.S. Navy's latest supersonic jet fighter. It first flew earlier this year, and is designed for catapult take-off from aircraft-carriers. The Skylancer can operate at great altitudes and in all weathers. The rounded wings are so constructed that they can "double" as fuel tanks. In general, the Skylancer resembles the Douglas F4D-1 Skyray, which is already in service. The V-shaped cockpit is more efficient aerodynamically than a flat-faced windshield. The Skylancer will have electronic automatic pilots and fire-control systems.

On right—

HELICOPTER OR AEROPLANE? The McDonnell XV-1 is a "convertiplane." It can take off like a helicopter with its rotor, then "convert" to normal forward flight with an ordinary "pusher" propeller.

The "convertiplane" is an aircraft that can take off in the manner of a helicopter, by means of its rotor, and then "convert" to normal forward flight with a conventional "pusher" propeller-driven engine. Unlike the helicopter, the convertiplane has no tail rotor, which enables the former to take off in a more vertical angle than the convertiplane. The McDonnell Aircraft Corporation has been responsible for much research into convertiplanes. Their Model 82, designated by the United States Air Force as the XV-1, has attained a speed of 200 miles per hour, which is considerably greater than that achieved by the true helicopters.

Below—

TWO FAST CONVERTIPLANES: Skids replace the normal undercarriage, and a twin tail is fitted instead of the rotor boom of the true helicopter. The XV-1 has attained a forward speed of 200 m.p.h.

EMERALD EL DORADO

The Mines of Colombia Produce the World's Finest Emeralds

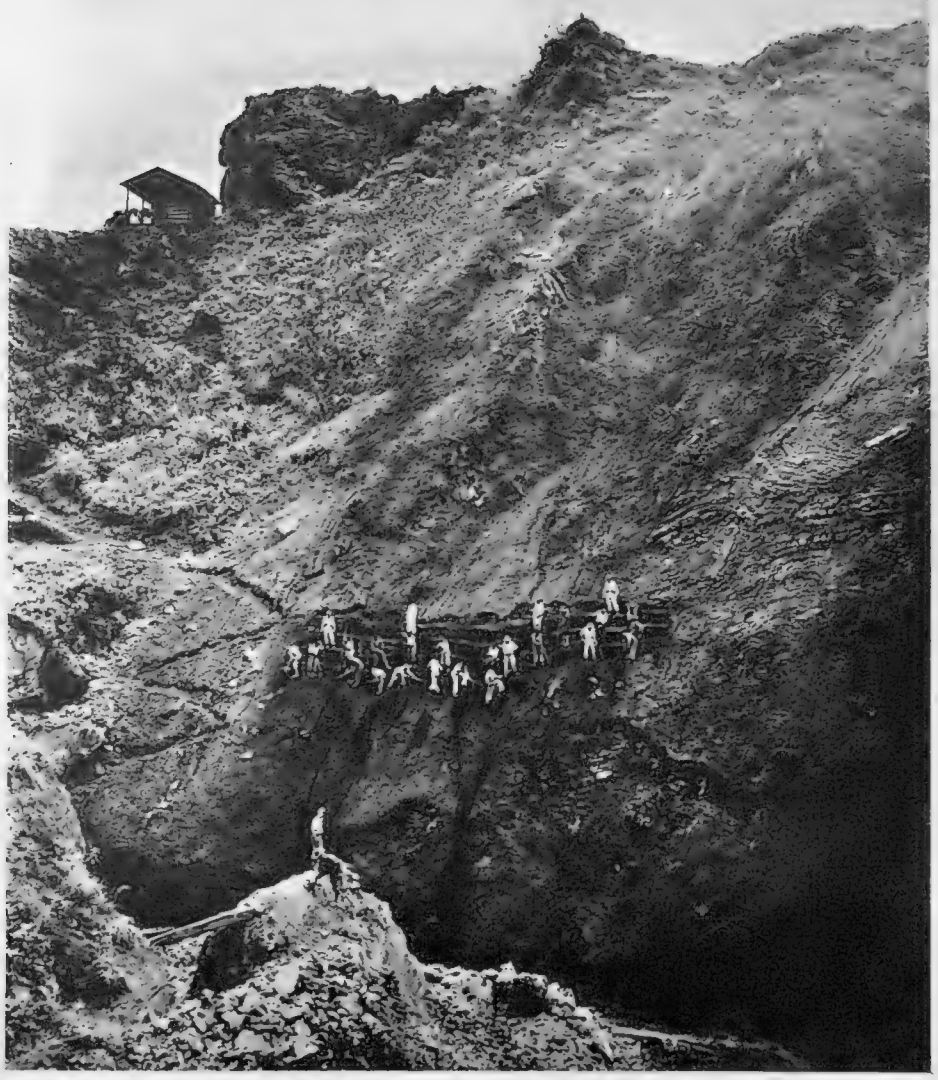
It is probable that rumours of the emerald wealth of what is now the State of Colombia contributed to the spread, by the Spanish Conquistadores and the Elizabethan seamen, of the legend of the fabulous land of El Dorado, where gold was the common metal and the rarest jewels normal currency. Indeed, the first European explorers to penetrate Colombia found the Indians working the emerald veins at Muzo and, to the horror of the white men, throwing the stones into a nearby lake to propitiate their gods.

To-day these same veins give Colombia a unique trading position, for Colombian emeralds are, without any doubt, the best in the world. The deposits in Austria, the Soviet Union and North America are of inferior grade. However, it is only very recently that Muzo has been worked with success. The Colombian Government took over the mine in 1947 but abandoned digging in 1949. Then, two years ago, a valuable deposit was uncovered by chance and now Muzo is becoming consistently more profitable.

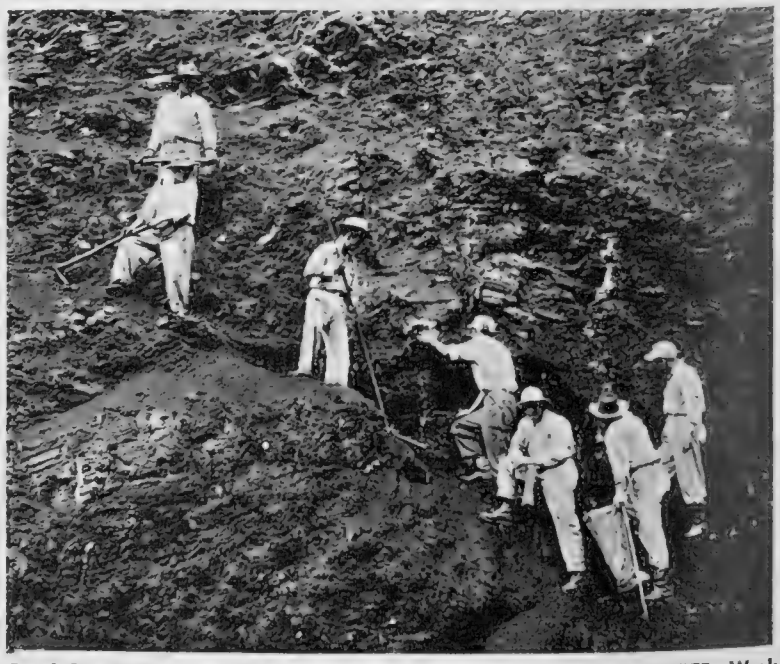
Mining operations are slow, and because the stones are found in a steep cliff manual labour has to be employed without assistance from machines. The workers seem almost to be hanging on the side of the cliff as they dig a shallow pattern of " benches " in an " open-cast " method. The raw stones are sent to Bogota, where they are classified into six grades. The highest is known as " Gota de Aceite " or " drop of oil " because of the gem's beautiful and intense green tint. Such jewels command great prices and are among the most valuable in the world.

A " KING'S RANSOM ": This handful of emeralds from the Muzo mine of Colombia could be worth over £1,000,000 if all the stones were of the finest grade.

AN EMERALD MINE IN THE ANDES: The steep cliff in the centre of the picture is the Tequendama mine at Muzo, in Colombia. These deposits of the precious jewels are some 100 miles to the north of Bogota, the capital. The steep hillside is carefully searched for the emeralds, which are often of a very fine quality, and the Colombian stones are regarded as the best of their kind in the world. The Muzo area was being mined by the Indians long before Columbus discovered America. The Spanish Conquistadores, in their turn, certainly carried out operations here. But attempts by private companies at commercial working were never very profitable. Recently, however, the Colombian Government has taken over the mines with success.



On left—OPEN-CAST WORKING: In searching for the emeralds in the steep cliffside of the northern Andes, the workers cut a terraced pattern of shallow " benches." Every foot of earth is carefully examined and combed for the jewels under the eyes of armed guards.



Above—A VEIN IS UNCOVERED: Work has been stopped on the cliffside while the mining engineer and the Government inspector move along with their selected team to collect the emeralds in a canvas bag. The jewels are sent to Bogota for sorting and grading by the authorities.

CHAMPIONS OF TRADITION

The Annual Grasmere Sports; the Kennet and Avon Canal Association Rally at Bath

Above—**THE SENIOR GUIDES' RACE AT THE GRASMERE SPORTS: Watched by some of the 10,000 spectators, competitors leave the start of the race on their stiff five-mile climb to the summit of Butter Crag.** Bill Teasdale, a thirty-one-year-old farmer of Caldbeck, Cumberland, won by 100 yards—his sixth victory in this event. The Senior Guides' Race was the main feature of the five hours of traditional sports. These included Cumberland and Westmorland style wrestling. Six hundred athletes competed in the sports, which were first held in 1852.

Below—**ENTHUSIASTS RALLY TO PRESERVE CANALS: Launches assemble at Widcombe Basin, on the River Avon, at Bath. Widcombe Lock is in the background.** The rally was called by the Kennet and Avon Canal Association to draw attention to the threatened closure of canals by the British Transport Commission. A canoe race was held from Widcombe to Bradford-on-Avon, a distance of about ten miles. The Kennet and Avon Canal connects the River Thames at Reading with the Avon at Bristol, a distance of 86½ miles. It was completed in 1810.

SHAPES, SIZES AND SITUATIONS

Weight in Russia and Elegance in Germany; Buildings and Barges; A Car Smash and a Hollywood Splash; Inflatable Wings

PONDEROUS TAMARA: The new women's shot-put champion of the Soviet Union, Tamara Tischikievich, prepares to put a shot during the recent Moscow Spartakiad (the People's Games). She is one of the Russian team competing against Great Britain at the White City. The Games, which lasted twelve days, were the championships for the Soviet Union in twenty-one branches of sport. Nearly 10,000 athletes competed, coming from forty different nationalities within the Soviet Union. The Spartakiad was the first of what is intended to be a series, held every four years in the manner of the Olympic Games. Seventeen million athletes took part in the preliminary bouts, held in every part of Russia. The overall championship was won by the Moscow team, with a total of 471 points. This team took first place in twelve classes of sport, which included road cycling, gymnastics, equestrian sports, lawn tennis, diving, water polo, football, fencing and weight-lifting. The Games produced 33 new Soviet records and 189 new Masters of Sport.

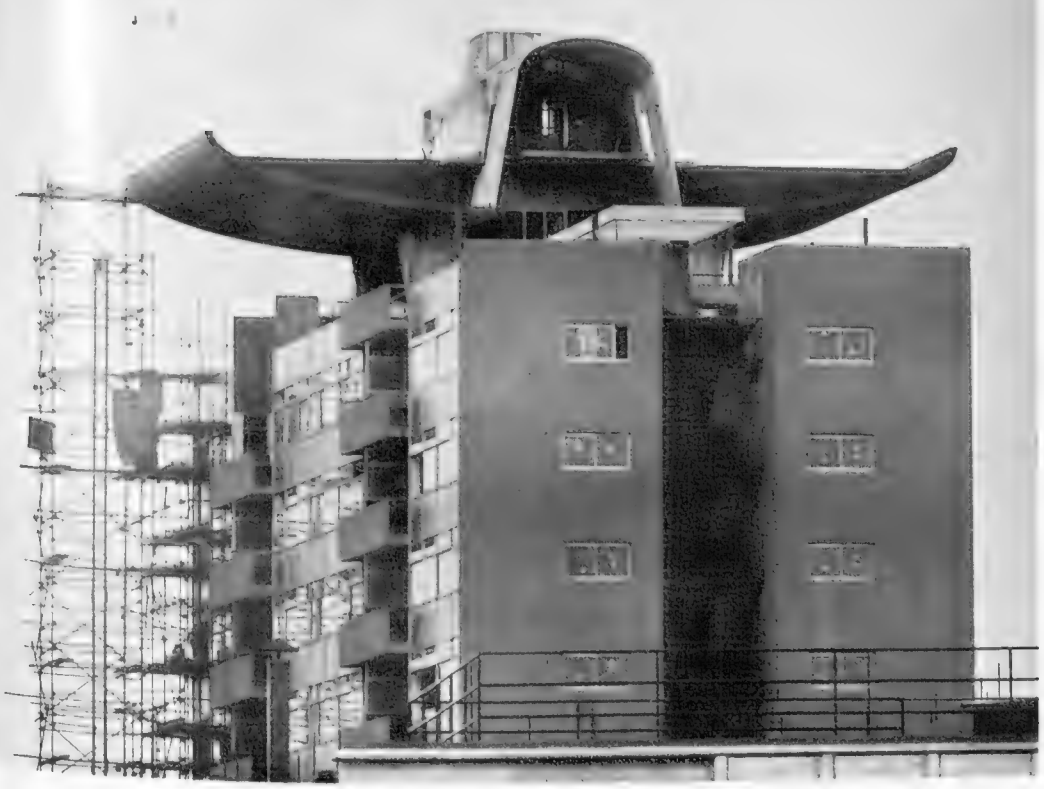
A NEW ARRIVAL AT A GERMAN ZOO: A Gerenuk gazelle uses all its slender length of neck and leg to feed on the leaves of a tree in a Frankfurt zoo. This unlikely-looking mode of eating is usual for the Gerenuk. The length of its neck is out of all proportion to its body, giving it the appearance of a miniature giraffe, but helping it to reach its normal food, the twigs and leaves of small trees and shrubs. The Gerenuk lives on the steppes land of East Africa. It is depicted on ancient Egyptian murals, but has been known to the modern world only for about sixty years.

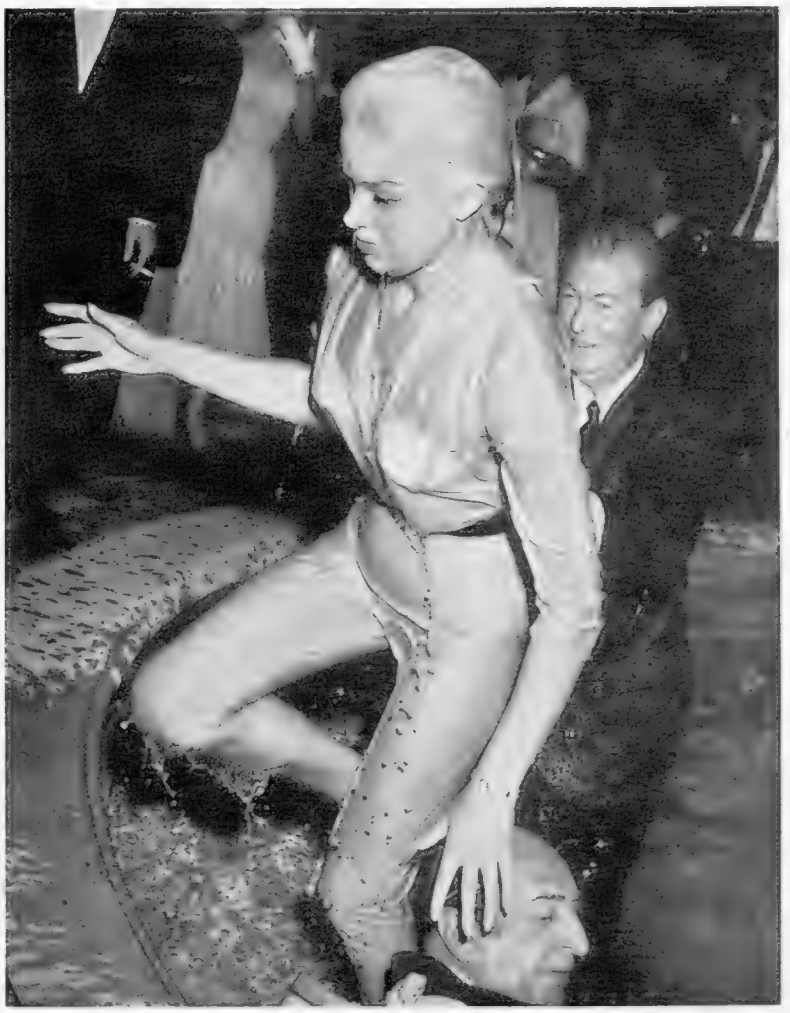
On left—

HOUSES TAKE TO THE WATER: Two houses and a contractor's truck are towed on a barge across Lake Erie, in the U.S.A. They are exhibits in a municipal housing exhibition arranged by the city of Cleveland, Ohio, and are being transferred for display in the town of Huron, fifty miles away across the lake. A firm of house-movers undertook the task, which was the latest achievement of a profession which in the United States is already accustomed to moving houses by road. The journey took five-and-a-half hours. The tug and barge were met at Huron by a cheering crowd numbering about one thousand.

A NASTY MOMENT IN AN AMERICAN RACE: A TF model M.G. sports car ploughs through straw bales and turns over during a race in the National M.G. Championships held at Marlboro, Maryland. An M.G. "A" is coming up on the right. The accident occurred to Gus Ehrman on the first lap of the race. He escaped with nothing but a grazed elbow.

"THE FLYI[N] MATTRESS": This strange machine, with delta-shaped inflatable wings, is designed by Mr. M. [L]obelle, of M. L. Aviation, Maidenhead. The flight tests of the plane, which has a maximum speed o[f] 68 m.p.h., are being carried out by Mr. Peter Twiss, who holds the world speed record and is [a] test pilot for Fairey Aviation. The aircraft needs 70 yards of road for take-off and landing.





THE DORS DUCKING: The British film actress, Miss Diana Dors, is dripping wet as she leaves the swimming-pool of her Hollywood house after she and others had been pushed in during a party. Her hand is on the head of Mr. Louis Schurr, who is her agent, and Mr. Howard Shoup is pushing her from behind.

INTO THE SWIMMING-POOL: Miss Dors, Mr. Howard Shoup (centre), a dress designer, and Mr. Dennis Hamilton, who is Miss Dors' husband, are plunged into the pool at the Hollywood party.

Miss Diana Dors, the British film actress from Swindon, gave a party at her Hollywood house which developed into a brawl. The guest of honour was Raymond, the London hairdresser, and a number of leading personalities of the film world were present. Photographs were being taken at the side of the swimming-pool when suddenly Miss Dors, Mr. Dennis Hamilton, her husband, Mr. Louis Schurr, her agent, and Mr. Howard Shoup, a dress designer, were all pushed into the pool. Miss Dors, who was wearing a tight-fitting blouse and toreador trousers, was helped out of the water by Mr. Shoup. Mr. Hamilton, who is a former boxer, climbed from the pool and allegedly attacked Mr. Stewart Sawyer, a press photographer, for having pushed them in. The rights and the wrongs of the dispute are not yet clear. But the next morning it was reported that Miss Dors had an injured back, her husband's knuckles were bruised and Mr. Sawyer was nursing a swollen nose and bruised ribs and contemplating legal action.

On left—

FUTURISTIC ARCHITECTURE IN THE CITY: A novel addition to London's skyline is this curious feature topping Great Arthur House, a new block of flats built by the Corporation of London as part of the project known as the Golden Lane Housing Scheme. When finished, the block, near the Barbican, will be the tallest residential building in the City. The two winged concrete projections, held up by four columns, house water storage tanks with an estimated capacity of 5,000 gallons. The central part of the structure contains the boiler flue for the entire building and the lift motor rooms. According to the architect's specifications Great Arthur House will be 200 ft. high and will contain 120 separate flats in its sixteen storeys. The estate offices for the block will occupy the lowest storey of the building, which is expected to be completed in the very near future.

THE NATIONAL TRUST ACQUIRES ICKWORTH HOUSE: The domed Rotunda, 105 ft. high, is connected with the east wing (in right background) by a curved corridor, part of which can be seen. Ickworth, the home of the Earls of Bristol, is near Bury St. Edmunds, in Suffolk. A feature of the exterior of the Rotunda is the encircling terra-cotta panelling. The house was designed by Francis Sandys, and begun by the fourth Earl of Bristol, Bishop of Derry, in 1794.

ICKWORTH HOUSE FOR THE NATION

The Suffolk Home of the Earls of Bristol has been Acquired by the National Trust

The National Trust has announced the acquisition of Ickworth House, near Bury St. Edmunds, in Suffolk, together with 1,792 acres of woodland and park. Before her death in 1951, Theodora Lady Bristol arranged for the house, the grounds and an endowment of £180,000 to be made over to the Treasury in settlement of death duties. The Treasury transferred the property to the National Trust, in accordance with Lady Bristol's wishes.

Designed by Francis Sandys, the house was begun by the eccentric fourth Earl of Bristol, Bishop of Derry, in 1794, but was not completed until 1830. The whole of the interior is of this later period. The most striking feature of Ickworth is the central elliptical Rotunda, 105 ft. high, connected by two curved corridors to flanking wings. The overall length is about 200 yards. Encircling the Rotunda are friezes of terra-cotta panels designed by Flaxman. The property includes fine Regency and French furniture, and silver and portraits of the 17th and 18th centuries.

THE EAST WING OF ICKWORTH: This wing is inhabited by the family of the Earls of Bristol, whose head has first refusal of the tenancy.

THE ENTRANCE HALL IN THE ROTUNDA: The interior of Ickworth dates from about 1830, the period of the final completion of the house. The group of sculpture at the far end of the hall is by Flaxman.

THE KITCHEN OF THE EAST WING: In the centre is Mrs. Sangster, the cook, who has been employed at Ickworth since 1911. The house will soon be open to the public. The Herveys (the family name of the Earls of Bristol) have allowed the public into the grounds for some time.

THE START OF A TWO-WEEK CRUISE IN THE MEDITERRANEAN: The Royal passengers line the rails of the 5,900-ton *Achilleus* as the vessel casts off at Venice. Reigning monarchs, princes and dukes were among the passengers, as guests of the King and Queen of Greece, who boarded the ship at Corfu. This is the second cruise arranged by King Paul and Queen Frederika.

GUESTS OF THE GREEK ROYAL FAMILY: The Prince of Hanover (on the left) accompanies Princess Joan and Princess Elizabeth of Bulgaria as they walk along a quay in Venice on their way to board the *Achilleus*. The two-week cruise, which was intended to help boost the Greek tourist trade, included a visit to Portugal and a tour of the Greek islands in the Ægean Sea. The first Greek Royal Cruise was in 1954. Last summer the Hollywood columnist Elsa Maxwell organised a celebrity cruise aboard the same vessel.

ROYAL CRUISE IN THE MEDITERRANEAN

The "Achilleus" Sets Sail from Venice with Over 100 Members of European Royal Families Aboard

On right—CONVERSATION ON THE QUAYSIDE: Princesses Dorothy and Helene and Prince Karl and Prince Reiner of Denmark were among the many members of Europe's noble families who were invested by the Greek Royal Family to join them on the fortnight's cruise.

Above—PRINCE BERNHARD AND HIS FAMILY: The Prince of the Netherlands and his daughters, Princess Irene (on the left) and Princess Beatrix, stroll through the harbour in Venice. They were on their way to the *Achilleus*. Queen Juliana later flew from Holland to join them.

On right—THE AUNT OF THE DUKE OF EDINBURGH: King Paul of Greece walks with Princess Nicholas, the aunt of Prince Philip, after a visit to the Achilleion on the island of Corfu. In the rear (with umbrella) is King Paul's sister, Princess Helen of Rumania.

The Sphere of Travel

EUROPE'S WALLED CITIES

Spain, France, Germany and Holland are Rich in Well-preserved Fortified Towns

By GORDON COOPER

SCATTERED throughout the countries of Europe are still many walled towns where one can call up in imagination the romantic and heroic past. Probably the oldest of them is Tarragona with its celebrated Cyclopean walls, some two miles in length, which run along the upper part of the city at various heights. The foundations of the walls are as old as the primitive Iberian colonisers. But above them are additions made in early Roman times (some of the stones, however, have Iberian marks). Higher still there are traces of further building in the Augustan era, and in more than one place there are signs of Moorish work.

The finest Roman walls in Europe are those of Lugo, in Galicia, dating from the third century. Built of stone and slate and with a length of two miles, they are in an almost perfect state of preservation. During a recent visit to this town, I walked on the top of the walls, along a path broad enough to take a coach. The views obtainable over the surrounding countryside were most impressive.

Another Spanish town I must mention is Avila, the city of Saint Teresa and "the fortress which flung back the Reformation." Its walls, without a single break, are a mile and a half in circumference, with eighty-six towers and ten gates, all pictures of what medieval towers and gates should be. There is one noticeable bulge caused by the thick apse of the cathedral, whose windows are mere slits for bowmen and arquebusiers. In reality, this uneven white walls and roofs, while from other rooms the eye rested on a rich, green countryside, with the sea beyond.

France is full of walled towns and villages. Undoubtedly the most spectacular of these is Carcassonne, with its medieval quarter known as the Cité. Not one, but two, walls of masonry surround this part enclosing an ancient church and a medieval castle. The skyline is fretted with some fifty towers and turrets. There are few walled towns in Europe to match it. I should mention, however, that in actual fact little of the original walls still exist, for in the nineteenth century they were in a ruinous and crumbling state. What is seen to-day is mainly a wonderful work of reconstruction by Viollet-le-Duc.

Far more genuine is Aiguesmortes, the finest walled town in France, for its walls seem not to have undergone the slightest change since the day when that saintly King, Louis IX, set out in the thirteenth century on his unhappy crusade to the Holy Land. There is scarcely a stone dislodged or a sign of decay. It is a superb example of medieval military architecture.

In a recent issue of THE SPHERE there appeared an illustrated account of the rebuilding of St. Malo, following its almost complete destruction during the war, by fire. If Carcassonne is the most spectacular walled town in France and Aiguesmortes the finest, then I would nominate

CARCASSONNE: QUEEN OF THE WALLED CITIES OF FRANCE: The restored double ramparts of Carcassonne's "Cité" enclose a perfect example of a medieval fortified town. It first rose to prominence in the twelfth century, under its viscounts, the Trencavels. The Cité was the scene of much fierce fighting in the thirteenth and fourteenth centuries, but decayed in later ages. Restoration was begun a century ago. *On right*—The Cité as seen from the River Aude. On the right is the Pont-Vieux, which connects the Cité with the Ville Basse, the town outside the walls beyond the river, built in the thirteenth and fourteenth centuries.

is the strongest part of the wall, and there is even a "parapet" walk for the use of its armed defenders.

Across the frontier in Portugal, Obidos is almost entirely contained within the crenellated ramparts of its enormous medieval fortress. These 42-ft.-high walls were built by the Moors, but restored successively under Kings Sancho, Denis and Manuel in the twelfth, fourteenth and sixteenth centuries. The little town contains much that is interesting, and it stands high in my list of escapist centres, not least because of its *Pousada* (Government Inn) which is housed in a medieval castle. This is a delightful place in which to stay for a few days. The interior is comfortably furnished in typical style and the cuisine is good. From my bedroom I remember looking down upon a Moorish jumble of this old town of the Corsairs as being the most romantic. In the days of its greatness, St. Malo flung the colours of France and its own corsair flag of blue with the white cross and sleeping ermine to the winds of every sea. No other city in the country was so well known in the Americas and the Indies. One of its sons, Jacques Cartier, sailed thence to discover the Saint Lawrence, another captured Rio de Janeiro, another blockaded the Ganges, and a fourth took Madras. St. Malo's toll of English shipping was set at 382 warships and 4,510 merchantmen.

England and Holland sent fleets to batter this "scourge of the seas." St. Malo fought back as blithely as it fought with the Kings of France, the dukes of Burgundy, and its triple-headed Government. To-day one can do nothing but admire the courageous and imaginative way in which a new and carefully-plan town has risen, phœnix-like, from the ruins of the old.

It is not easy to decide which shall be my last choice a French walled town. I think, however, Briançon (Fre Alps) merits inclusion, for as its town motto states: "Su town, great reputation." It is one of the highest and m picturesque towns in Europe, and is crowned by a se of forts built by Vauban, one of the greatest of Fre military engineers. It has been a first-class fortress sin the days of ancient Rome, for it has always been important advance post against the Italian frontier. T citadel dominates the savage and bare scenery all arou the town, and the houses massed in its vicinity. A tr line of outside walls is entered by three gates with dr bridges. No steeper streets are found in Fra nce, for t mount abruptly, and are paved with cobbles. Each one bordered with tiny houses of the seventeenth centu A curious feature is a channel in each street down wh flows a rapid stream of water. This was, of course, t medieval method of disposing of sewage.

Morat (German *Murten*) is one of Swi erland's f gotten towns, although it is only forty-five m ites by tr from Berne. It is one of the best-preserved alled tow in Europe, and is superbly situated above own la with good hotels whose terraces look down u n the wat The heavily arcaded main street makes delight promenade.

A walk upon the town walls recalls I kelsbühl, Bavaria, but with certain touches added to he picture the enormous fir-tree, for instance, growing nin the wa a twisted chimney resembling a column n Bernin baldaquin in St. Peter's, the moat that i flourish garden, and, of course, the Lake of Morat er the ste rooftops.

Little known, too, is Friesach, in Austria, ch lies nort of Klagenfurt, in Carinthia. It is one of the walled an moated towns in Europe, for its moat is still l with wate not to mention trout and char. The tow s alive wit history, for it lay on the main road of th rusaders, which fact it owes its wealth of churches. chard Co de Lion stayed in disguise at a monastery o de the tow when trying to avoid capture by the Emper

Best-known of Germany's walled towns a Rothenbur Dinkelsbühl and Nördlingen, all three ly fairly cl together on Bavaria's "Romantic Road." hile Rothe burg is the best-known goal for tourist n this tri

AN ELEVENTH-CENTURY SURVIVAL IN CASTILE: The town of Avila is surrounded by a splendidly-preserved, battlemented medieval wall. Built in 1088-91, it includes eighty-six cylindrical towers and ten gates. Before this strengthening, Avila was often the prize of battle between Christians and Moors. It was earlier a Roman town. It has many fine Romanesque churches. The cathedral dates from 1091. Torquemada, Inquisitor-General of Spain, is buried in the convent of Santo Tomás.

Dinkelsbühl is still a good second in popularity. For myself, I prefer Nördlingen, partly because it still remains unspoilt. In any case, it has the finest walls of them all, for they remain unbroken and intact, including their sixteen towers. Recently, I made the circuit of the town on the parapet walk, and it took me nearly an hour.

In Holland I have sometimes come on small towns where time seems to have stood still through the centuries. Naarden and Sloten, both walled towns, come in this category. The former, lying east of and not far from Amsterdam, was the scene of a massacre in 1572, when nearly all its inhabitants and garrison were slaughtered by the Spanish troops, although they had been promised their lives as a condition of the surrender of the town. Still to be seen are the beautiful town hall and a curious Gothic church, and, of course, the moats and fortified walls.

Sloten is a star-shaped toy town in Friesland which dates from 1600 and looks to-day almost as it did then. It is a fascinating place, and its *Drabbelkoeken*, little cakes that are sweet and crumbly, are a luscious speciality.

Outstanding as a walled town is Visby, on the Swedish island of Bornholm, which lies in the Baltic. Known as the "city of ruins and roses," it was, during the twelfth and thirteenth centuries, the most powerful, largest and richest city of the Hanseatic League. To-day the town slumbers, its great ruined churches covered in summer with roses. Surrounded by a fine two-and-a-half-mile wall (thirteenth century), Visby forms a remarkable historic relic of the great trading cities that existed in the Middle Ages.

In this rather hurried tour through Europe I can only make brief mention of Diocletian's enormous palace in Split (Yugoslavia)—a walled town in itself, for it covers seven acres. It is worth noting that many of England's stately homes owe their beauty and grace, as well as many of their adornments, to the inspiration which Robert Adam drew from this mighty work. The face of London would be very different to-day if the great eighteenth-century architect had never visited Split.

Finally Italy, where, however, there are not as many walled towns still in existence as one might expect. I call to mind Viterbo, which is properly walled and turreted, and Perugia with its famous gates. Then there are several small but ancient walled hill-towns in Tuscany and Umbria. But my own favourite is Giglio, the tiny capital of the island off the Tyrrhenian coast, which cannot be traversed by any wheeled traffic. Often in the past it was besieged, but its proud boast is: "The earth and the rock of Giglio are only to be looked at and not to be touched." The last attack was made by Corsairs, who came over in seven ships bearing 2,000 men. It was repulsed, as is recorded on a commemorative tablet placed near the town's sole entrance.

RECOMMENDED HOTELS

Tarragona	Europa.
Avila	Reina Isabel.
Carcassonne	De la Cité.
St. Malo	France-Chateaubriand.
Briançon	Alpes.
Morat (Murten)	Croix-Blanche.
Rothenburg	Eisenhut.
Dinkelsbühl	Goldene Rose.
Nördlingen	Sonne.
Visby	Snäckgärdsbaden.
Perugia	Rosetta.

TRACING THE PAST

Excavating Ptolemais; a Hill-fort in Corsica; a Buddha in Sweden

The Oriental Institute of the University of Chicago has been excavating what is thought to be an important public building on the site of the ancient city of Ptolemais—the modern Tolmeita—in Libya. Ptolemais, which lies 75 miles east of Benghazi, was a colony founded by the Hellenistic rulers of Egypt, probably in the third century B.C. It was about a mile square. The building uncovered by the American expedition has been named the "Hall of the Banqueters." The plan of the hall indicates that it was a public rather than a private edifice. It was developed around a central courtyard in villa style, with colonnaded porticoes surrounding a garden. It included a public bath, dining halls and a well-equipped kitchen. The brilliant floor mosaics in the dining halls are a feature of the building. The archæologists were able to pull up fresh water from the ancient well, which was 75 ft. deep, and still free of debris. Objects discovered on the site included pieces of wine jars, glass goblets, and bones of wild boars eaten in banquets. The city declined as Roman rule in North Africa grew weaker and the desert tribes became bolder.

AN ANCIENT LIBYAN CITY REVEALED: An important public building, of the second century A.D., christened by archæologists the "Hall of the Banqueters," has been excavated at Ptolemais, now Tolmeita, 75 miles east of Benghazi. In the foreground was the kitchen. On its left was a large dining-room, with a public bath beyond it. The columns of the peristyle supported the roof.

THE DECORATED FLOOR OF THE BANQUETING HALL: A native labourer examines one of the splendid mosaics in the Hall of the Banqueters. It shows two tigers on both sides of a large vase. Fragments of wine jars, glass goblets, boar bones and other debris from banquets have been found

A BRONZE AGE FORT IN CORSICA: Funerary stones and an altar (centre) were among discoveries made in a fortified post belonging to a megalithic civilisation of the Bronze Age, excavated at the village of Filitosa, in Corsica. The culture may have originated in the Eastern Mediterranean.

After several years of excavation, the French Government's National Centre of Scientific Research has unearthed a Bronze Age fort near the village of Filitosa, in Corsica. M. Roger Grosjean, leader of the archæological party, says that the site is of a fortified post belonging to a megalithic civilisation. About fifteen carved figures have been discovered. These are funerary stones, some of which weigh 3 tons and are 9 ft. tall. Inside a tumulus was found a terracotta altar used for the cremation of the dead. The Filitosa art is strange to this part of the Mediterranean. After preliminary studies, it is believed that the civilisation was introduced from the Eastern Mediterranean between the second and third millennia B.C.

ASIA IN SCANDINAVIA: Mr. Wilhelm Holmqvist (right), a Swedish archæologist, shows two of his colleagues a tiny figure of Buddha which has been discovered on the island of Lillön, near Stockholm.

A FIGURE OF BUDDHA WORN BY AN IRON AGE SWEDE? The bronze statuette is about 4 ins. high, and constitutes an almost unique discovery in Europe. It is thought to be 1,700 years old. The spot where it was found near Stockholm is the site of an Iron Age trading settlement, which is being excavated. The find sheds new light on the ramifications of Scandinavian trading connections before the days of the Viking sea-rovers. When it was found, the statuette had a leather ring around its neck, indicating that it was possibly an amulet.

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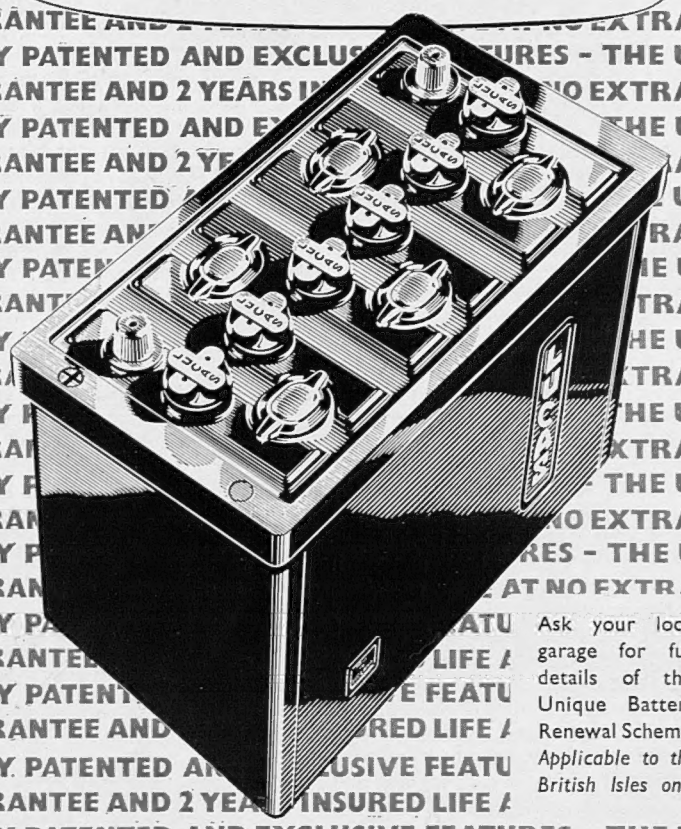

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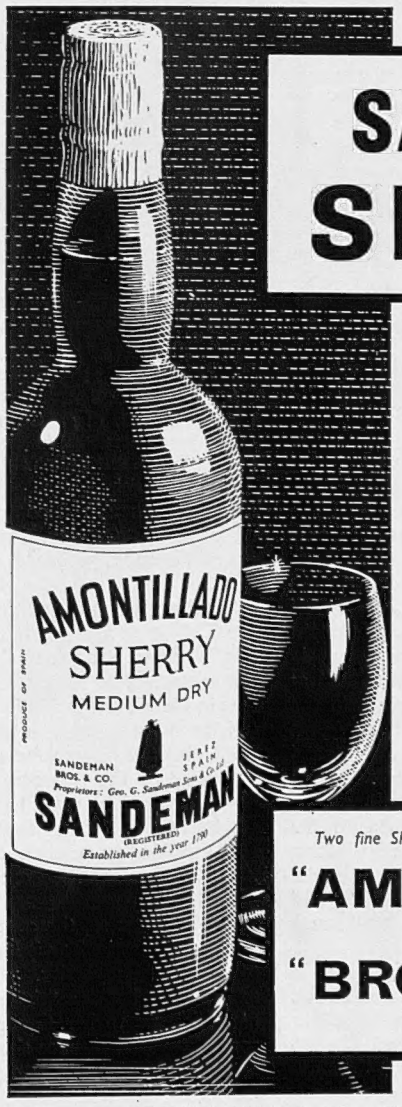

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The World of Books—By VERNON FANE

MAESTRO OF CONDUCTORS

A Portrait of Toscanini; Headhunters at War; a Life of Adventure; Impressions of Indo-China; an American "Cause Célèbre"; New Novels and Thrillers

A SPLENDID and final answer to anyone of the old regime who inveighs against the introduction of radio into so many millions of homes might be the one word: "Toscanini." For without radio and without the fact that an American broadcasting system assembled a magnificent orchestra for him to conduct, a great part of the world would have missed seventeen years of magical performances of the finest music. The man who persuaded Toscanini to come over to New York for this purpose has now written a memoir of the *maestro* which makes fascinating reading for anyone who has ever heard Toscanini conduct and is a "must" for anyone who has seen him at work.

Mr. Samuel Chotzinoff has known the great conductor since 1926, though his first meeting with him was not particularly rewarding, and has become a close friend of his, staying with him in his villa on Lake Maggiore, lunching and dining with him daily in Milan, and seeing him constantly during his New York visits. His book is partly the history of a friendship.

TOSCANINI (Hamish Hamilton. 12s. 6d.) is the portrait of a genius: a man whose proudest and reiterated claim is "I am a moosician." It is generously anecdotal and would be well worth reading for the stories alone: Toscanini at rehearsal, grinding watches under his heel, shouting in ungovernable rages and upsetting every movable object, or in the opposite mood mildly praising with a "*Non c'o male*"; Toscanini at table, complaining about the amount everybody else ate; Toscanini in pre-war Fascist Milan, shouting abuse of Mussolini while the other diners in the restaurant, protecting their *maestro*, pretended not to have heard; in an access of self-pity rocking back and forth, murmuring "*Povero* Toscanini," or confessing to a mistake with the words: "I must always do only what I *feel* to do, not what I *think* to do."

Behind all this friendly, colourful and amusing reporting, showing the man in public and in his family life, is a clear picture of the artist dedicated to music. the man whose prodigious memory is already a fable and the conductor who is unique in the world. It might, in fact, be said that "*caro* Chotzie" has done a very good job.

It could scarcely be argued that Toscanini was not a man of action, at least by anyone who has been in his vicinity or has read this book. But the next two volumes are concerned with men of action of a very different type, whose adventures have been lived in an atmosphere of extreme physical danger. Lieut.-Colonel Blackburn, of the U.S. Army, is an example. He escaped from the Japanese at the fall of Bataan and survived the rest of the war in the Philippine island of Luzon. Before the end of the war Blackburn had not only kept himself alive in the deep jungle and avoided the perpetual menaces of capture and hideous death, but actually organised a band of 20,000 native guerrillas whom he trained well enough to drive the Japanese out of Luzon.

Among these men were members of the Igorot tribe, a belligerent lot who were chiefly known as headhunters, and who fortunately preferred Blackburn's leadership to that of the enemy. Mr. Philip Harkins has written a full-length account of these exploits based on Lieut.-Colonel Blackburn's own diaries, and from the soldier's excellent memory of the way the fighting and the struggle for survival went. BLACKBURN'S HEADHUNTERS (Cassell. 16s.) tells an amazing story in which ingenuity and patience play as important a part as fortitude.

Mr. C. T. Stoneham appears to have been in some kind of adventure from the time he ran away from school at the age of seventeen and made for Canada. It was a country which appealed to him as a land of opportunity, and also a land where his scope might not be confined to the academic. Two years later, in 1915, he was in the Army in British East Africa and at the present time he is in Kenya, the only place in the world, as he puts it, where he wants to live. The interval of forty-three years from school to to-day has provided him with as varied a mass of material as the writer of an autobiography could wish. Mr. Stoneham has been successively actor (or more exactly, an extra in the Olympia production of *The Miracle*), hobo, farm worker, navvy, lumberjack, barber, waiter, commercial traveller-with-a-difference, big game hunter, soldier, and a living contradiction to what he quotes as the "smart boys' advice"—"Never take your coat off!"

FROM HOBO TO HUNTER (John Long. 15s.) is full of lively comment as well as adventure, and shows clearly, in spite of an irritatingly erratic construction, that Mr. Stoneham's real love is Africa and his real interest the wild animals of which he first read as a boy in Canada.

How pleasant it is to read in a brief preface to an altogether-too-brief book of reminiscences that it is the record of "two happy, busy years," spent, in this case, in Indo-China, a country about which the French necessarily know a great deal and the English generally very little indeed. Colonel Andrew Graham, who has written this personal scrapbook and called it INTERVAL IN INDO-CHINA (Macmillan. 12s. 6d.), was Assistant Military Attaché in Saigon from September 1952 to September 1954, a period which coincided with Dien Bien Phu, the end of the war there and the temporary division of Vietnam. This is by no means a war book, however, but a series of impressions of the places he visited and, to a lesser degree, of the people he met.

Even without the photographs this book would have a pictorial sense, for Colonel Graham excels at description and can convey to the reader a scene of delicate or barbaric colour and ornament, a hot, breezy day by the sea or a visit to a group of Buddhist priests, or bonzes, in their bonzerie. Incidentally, he writes in a light, conversational style that is often very amusing.

Mr. Lewis Mumford has been called the most remarkable social critic of our time. A new selection from his essays is all the more valuable, because it contains much work that has not before been published in England and at least one hitherto unpublished essay. THE HUMAN PROSPECT (Secker and Warburg. 21s.) has been edited by Mr. Harry Moore and Mr. Karl Deutsch. They have composed a representative volume which illustrates Mr. Mumford's views on literature, art, philosophy, people, architecture and society.

A GAY POLICE STATION: Sergeant Slee comes out of the door with a watering-can at the police station in Gerald Road, in Belgravia, South-West London. On the window-sill and below it are boxes and tubs of geraniums and other flowers and two tubs containing evergreen bushes. There is even a basket of flowers hanging from the police sign above the entrance to the station.

Although it has not the same drama as the affair of the Tichborne Claimant, THE GREER CASE (Cassell. 13s. 6d.) had enough of the elements of doubt, fortune and notoriety to have made it the *cause célèbre* that it was in New York in 1947. Mr. David W. Peck, who has written a remarkably interesting account of the action itself and the known facts that led up to it, is himself a Justice of the Supreme Court. He has written the book, first, as he says, to satisfy his liking for mystery stories laid in a court setting, and, second, because the case provided an excellent example of trial lawyers' work, their craftsmanship, creativeness, imagination and integrity.

To summarise, the case was concerned with the will of a Mrs. Greer, who died in 1946 and left 500,000 dollars to Harvard University. She was of uncertain age and antecedents, but one thing seemed fairly sure, that before her marriage to Mr. Greer she had had an illegitimate son, of whose existence she had talked to women friends and to servants, being especially communicative after the death of Mr. Greer. A middle-aged man who claimed to be that son came forward to contest the terms of the will, and in the ensuing lawsuit his identity, Mrs. Greer's career and the identity of yet another man provided daily sensations. Mr. Justice Peck has an admirably detached approach to the question as a whole.

Both the novels I have read this week have a quality of youth, and the second has an attractively ingenuous air as well. First, there is Mr. John Mortimer's THREE WINTERS (Collins. 13s. 6d.), a story about a lonely boy in a family that is complacent to the point of eccentricity. He grows up to be a lonely young man, unfit for active service, but with his own share of courage, and later a lonely husband, devoted to the difficult, neurotic wife he has loved from childhood. Mr. Mortimer is capable of treating even such a melancholy theme with quiet humour and his observation is delicately precise. But except for isolated scenes the effect of his novel is unsatisfying. All the same, I know that I shall want to read every novel that Mr. Mortimer chooses to write.

THE HAPPY EXILES (Hamish Hamilton. 12s. 6d.) is about an unspecified island in a sub-tropical climate and the English who administer its government, live, love and gossip in it. Felicity Shaw is another writer who includes a sharp sense of observation in her technical equipment. The island's observer is a girl out from England for the first time to spend a few months' holiday after an unhappy love affair. The novel is pleasantly readable.

This week's two thrillers are set respectively in Chicago and Fiji; each has a strong dash of originality apart from its setting, and each is to be recommended. SINNERS AND SHROUDS (Methuen. 12s. 6d.) is by Mr. Jonathan Latimer, who hasn't written a detective story for fifteen years but seems to have been spending his time usefully in preparing this one. It is first-rate. The hero and suspected villain is a newspaper reporter. He and the atmosphere in his office are brilliantly drawn and convincing.

ANOTHER MYSTERY IN SUVA (Heinemann. 12s. 6d.) evokes the heat and the polyglot population of Fiji and also provides a highly ingenious piece of police work. Everything but the crime and the characters appears to be true to Fijian life. It is an entertaining story for which Mr. Frank Arthur should have very high marks.

SHORTER NOTICES

THE NEW OUTLINE OF MODERN KNOWLEDGE (Gollancz. 18s.) is the successor to *An Outline of Modern Knowledge* which was published a quarter of a century ago and achieved great popularity before it went out of print in 1937. Allan Pryce-Jones, the Editor of *The New Outline*, found that so much had occurred in the intervening years that it did not seem feasible to bring the old book up-to-date. So a team of very distinguished experts was assembled for this entirely new volume. Twenty-six sections, totalling altogether 280,000 words, contain almost all the information anyone could want to know about contemporary Philosophy and Metaphysics, Science, Art, Politics and Economics and Law.

Electronics is a particular branch of modern knowledge. Monroe Upton is an American expert in this field and the English edition of his book, ELECTRONICS FOR EVERYONE (Faber. 21s.), has been edited by W. E. J. Farvis, Senior Lecturer in Applied Electricity at Edinburgh University. The subject embraces radio, television, radar and many other aspects of electronic energy, and it is assumed that the reader has little technical knowledge.

The exploits of a distinguished wartime unit are related in THE STORY OF THE GUARDS ARMOURED DIVISION 1941-45, by Captain the Earl of Rosse, M.B.E., and Colonel E. R. Hill, D.S.O. (Geoffrey Bles. 25s.). Both the authors served with the Division, and all but one of the chapters is concerned with the North-West Europe campaign from D-Day to the German surrender.

There was a time during the war when Britain's survival depended in a large measure upon a handful of men of the Royal Navy. They were the captains of the destroyers who brought the convoys through in the unrelenting struggle against the "wolf pack" blockade of the U-boats. Captain Donald Macintyre, D.S.O. and two bars, D.S.C., R.N., was one of them. His U-BOAT KILLER (Weidenfeld and Nicolson. 16s.) is a thrilling story of courage.

Courage is also the theme of Father Jean Monsterleet's MARTYRS IN CHINA (Longmans. 15s.). A Jesuit missionary in China for more than fourteen years, the author has taken an active part in the struggle of the Christians against Marxist materialism in that country. Like many other priests, he has been persecuted and threatened with death. His analysis of Communist tactics in the Far East is grim but necessary reading.

An Expedition into Equatorial Africa is the sub-title of JUNGLE FEVER, by Ernst A. Zwilling (Souvenir Press. 18s.). The French Cameroons, in particular, were the scene of many adventures on this safari by one of Austria's leading big-game hunters. He describes the people as well as the animals, and a fascinating chapter concerns his visit to the fabulous Sultan of Rei-Bouba. There are many excellent photographs.

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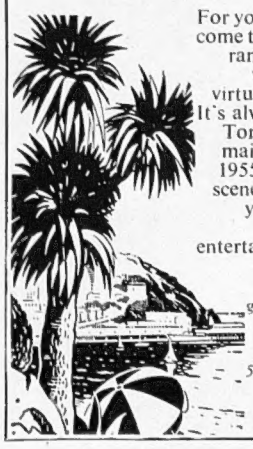

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